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MOTORSPORT NEWS

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Young Toyota star upstages the masters on Acropolis

McLaren scores an historic 1-2 finish as title protagonists collide – again!

LEWIS LEFT SPEECHLESS AFTER MONZA FLASHPOINT WITH VERSTAPPEN

Lewis and Max had a dramatic accident

By Matt James

World champion Lewis Hamilton says that bitter rival Max Verstappen knew that contact was inevitable as the pair collided controversially in last weekend's Italian Grand Prix.

The title-chasing duo were battling for track position after Hamilton had emerged from his pitstop and they went wheel-to-wheel into the opening chicane.

Verstappen's Red Bull, which was on the outside for the opening right-hand turn and on the inside for the next left, rode over the top of the Mercedes, ruling both machines out of the race.

The pair had previously crashed amid much controversy at the British Grand Prix at Silverstone, when Verstappen smashed into the Copse barrier and Hamilton went on to win despite a penalty.

Hamilton said: "[Max] didn't want to give way today. He knew that when he was going into [Turn] 2 what was going to happen. He knew he was going over the kerbs. But he still did it."

The race was won by Daniel Ricciardo's McLaren, the first time the British team had prevailed since 2012, and he was followed over the line by Lando Norris's sister car. It marked the best result of Norris's career to date.

Full report, p4

Ricciardo was a popular victor

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REPORT

MERCEDES ROCKS THE BRITISH GT MONSTERS

Newcomers turn heads at Oulton Park P16

Q&A

EXCLUSIVE: TIN-TOP GURU IAN HARRISON

Decorated BTCC boss tackles your posers P20

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COMMENT

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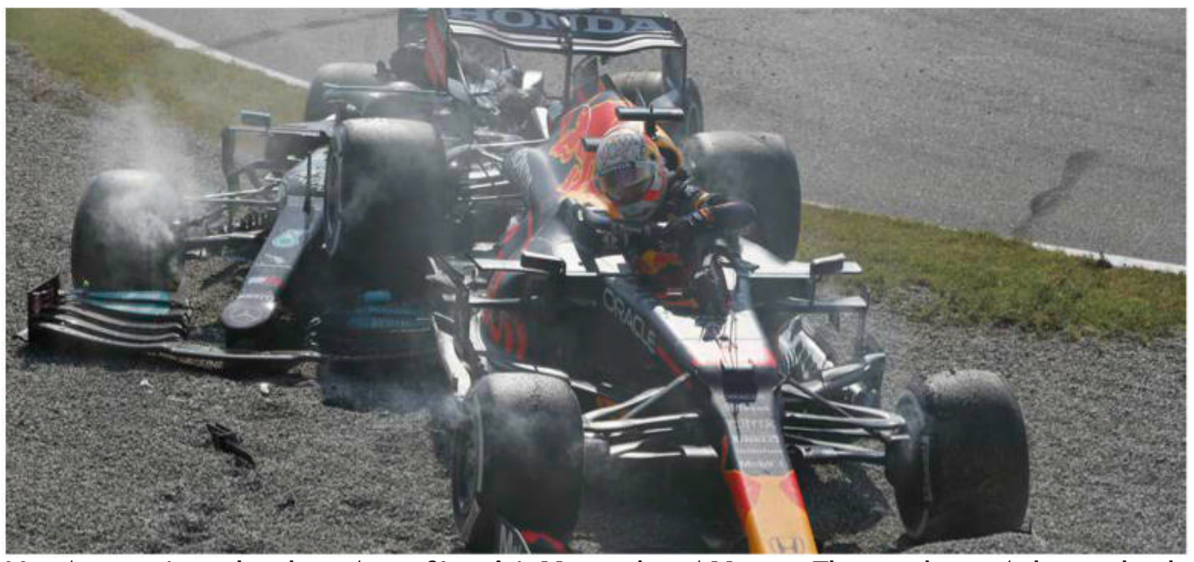

Verstappen's car lands on top of Lewis's Mercedes at Monza. The crash was telegraphed

IT WAS ALMOST INEVITABLE...

Stirling Moss's early grand prix achievements were, arguably, defined by his battles with Juan Manuel Fangio. James Hunt's achievements in Formula 1 were defined by the fact he beat Niki Lauda. And Alain Prost's struggles with Ayrton Senna defined a raft of Formula 1 fans.

Even Michael Schumacher had Mika Hakkinen and Damon Hill – his most stern rivals – to measure himself against. The fallout from Lewis Hamilton's collision with Max Verstappen at Monza on Sunday could well be a defining moment for the two main drivers of the current generation.

There was a tempestuous relationship between Nico Rosberg and Hamilton when they were partnered at Mercedes, but that was one speedbump that the British driver soon smoothed out with his relentless pace. Even the most sanguine observer could tell who was on top in that fight...But a threat from an outside source is something that Lewis has never had to deal with in his Mercedes career. And boy, it is fantastic to watch.

Sure, Max has been censured by the rulemakers for his part in the Monza collision, but it was a struggle of wills that was almost signposted by what had happened at Silverstone in July.

The old master Hamilton and the young success-hungry Dutchman Verstappen were always going to come to blows again. The Red Bull driver's actions at the weekend led to what some calling it a 'professional foul'. I am not so sure. In my mind, it was two unstoppable wills so desperate to put one over on each other, so much so that they both went too far.

But what it does mean is that we have a lip-smacking fight for this year's Formula 1 crown featuring two utterly dedicated drivers. Despite what the stewards and clerks might determine in their judicial proceedings, there has been nothing over-the-top in the battle for supremacy between Lewis and Max.

It is just two gloves-off fighters, not wanting to give an inch. And that is what makes this year's title fight the best in a long, long while. Let's be honest, we have all had to defend Formula 1 to our non-motorsport friends once in a while, haven't we? They say it is boring and winning is always about the one in the best car. Show them Monza, and get them onside with the joy of passionate motor racing.

Do you remember when Max was a teenager, racing for fun and without the weight of an expected World championship charge on his shoulders? For that, think similarly of Kalle Rovenpera, the Acropolis Rally winner. Right there is another pretender to the throne who, by his performance last weekend in Greece has proved it. The times are changing in motorsport, but all for the better.

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MOTORSPORT NEWS

ISSUE MJ3300 SEPTEMBER 16 2021

IN THIS ISSUE

McLaren gets back to winning ways

A famous 1-2 for the Woking team in the Italian Grand Prix

Russell lands his dream job

Young Briton finally confirmed at the top table of Formula 1

Rovanpera shows his WRC class

Yaris WRC man is in imperious form on Acropolis's return

Readers' Q&A: BTCC guru Ian Harrison

Decorated tin-top team boss – and so much more – tackles your posers

News: Racing 4
News: Rallying 9
Report: Galloway Hills Rally 13
News: Historics 15
Report: British GT Oulton Park 16
Report: WRC Acropolis Rally 18
Q&A: Ian Harrison 20
Report: BriSCA F1 World Final 27
Preview: Castle Combe Rallyday 28
Column: Jordan Albert 29
Preview: NHR World Final 30
Reports: National Racing 32
What's on/readers photos 35

Hot Rods: World Final time

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FORMULA 1 REPORT: ITALY

Photos: Motorsport Images

Max and Lewis get together on lap 26

It's been a while, but Ricciardo was able to perform a shoey again

MAX AND LEWIS'S MELTDOWN AS McLAREN TAKES CONTROL

The crash was an inevitable one, but the race result wasn't. By James Roberts

Bottas battled to third spot

Lando Norris scored a career-best second place finish at Monza

Historically, Monza always throws up its fair share of drama.

This year it was scene of the latest clash between the World championship protagonists. When Max Verstappen's right-rear wheel rode over the top of Lewis Hamilton's Mercedes on lap 26 of the Italian Grand Prix it brought an incredible finishing streak to a dramatic end.

Hamilton had finished every single one of his last 63 races (dating back to Austria 2018) and it was the first time the Mercedes driver had ended his race in a gravel-trap - after colliding with another car - since his opening-lap clash with former team-mate Nico Rosberg at the 2016 Spanish Grand Prix.

Despite retiring, the British driver was also extremely fortunate he wasn't injured as the right-rear of the Red Bull bounced off the top of the halo as Verstappen's machine lurched over his Mercedes.

After the dust had settled in the Turn 1 gravel trap, both drivers went to see the stewards. As they awaited their verdict, the Monza paddock was being dismantled by all the teams, except one. All the McLaren team members were in the pitlane, lining up for a team photograph. That's because Daniel Ricciardo and Lando Norris had taken McLaren's first 1-2 since the 2010 Canadian Grand Prix - 222 races ago…

But first, what led to the clash between the two title rivals? Hamilton had outqualified Verstappen on Friday evening, but a slow getaway in the second-ever Saturday sprint race meant he started the Italian Grand Prix in fourth place, while Verstappen was on pole.

From second on the grid, Ricciardo made an excellent start to beat Verstappen into Turn 1. Behind them, Hamilton had muscled his way past Norris and had a run on Verstappen as they approached the second chicane on the opening lap. The Red Bull man braked late and ran wide in the chicane, which meant the British driver had no option but to take to the kerbs and run off the track. This allowed Norris to nip back through into third. Hamilton was clearly unimpressed with the Dutchman's forceful driving.

Up front, Ricciardo had the pace to stay ahead of Verstappen, with Norris keeping Hamilton at bay as the pitstops approached. McLaren was the first to react, with race leader Ricciardo stopping on lap 23. Verstappen came in one lap later, but he was delayed by over 10 seconds to what team boss Christian Horner described as "human error."

On lap 26, Hamilton made his pitstop and emerged on the race track just as Verstappen was motoring down the main straight. With the lap one incident in the forefront of Hamilton's mind and Verstappen frustrated by his slow stop, the Dutchman knew he had to seize this opportunity to stay ahead of his World championship rival. As the pair took the first part of the chicane, the Dutchman muscled his way down the inside. The gap closed and as he hit the kerb, he bounced up into Hamilton's car.

"It's exactly the same scenario that happened at Turn 4 [on the opening lap] where I went around the outside, but I gave way," said Hamilton. "He didn't want to give way today and he knew that when he was going into [Turn] 2 what was going to happen."

In contrast Verstappen argued there was plenty of room, until he was launched over the kerb.

"I went around the outside [at Turn 1] and he realised I was going for it, so he just kept on squeezing me," said Verstappen. "I didn't expect him to keep on squeezing, squeezing, squeezing because he didn't need to."

The stewards decided that blame lay with Verstappen and gave the Red Bull driver a three-place grid penalty for the next race in Russia.

The major incident of the race overshadowed a brilliant performance from McLaren with Ricciardo leading home his team-mate Norris to claim a famous victory. Valtteri Bottas rounded out the podium with a stellar drive from the back of the grid

"Many people may think we were lucky because the other two crashed, but Daniel led away at the start and fully deserved the victory," said Norris, who sensibly asked his his team whether he should hold station behind his team-mate. "Yep, we can sleep tonight knowing that we earnt every bit of it today," said an elated Ricciardo.

"It's probably the first time I've been overwhelmed by winning – no-one could have predicted this, especially after my first half of the year…"

F1 RESULTS

ITALIAN GRAND PRIX

Laps: 53 **Track:** Monza

	DRIVER	TEAM/CAR	TIME
1	Daniel Ricciardo	McLaren-Mercedes	1h21m54.365s
2	Lando Norris	McLaren-Mercedes	+1.747s
3	Valtteri Bottas	Mercedes	+4.921s
4	Charles Leclerc	Ferrari	+7.309s
5	Sergio Perez	Red Bull-Honda	+8.723s
6	Carlos Sainz	Ferrari	+10.535s
7	Lance Stroll	Aston Martin-Mercedes	+15.804s
8	Fernando Alonso	Alpine-Renault	+17.201s
9	George Russell	Williams-Mercedes	+19.742s
10	Esteban Ocon	Alpine-Renault	+20.868s

11 Nicholas Latifi (Williams-Mercedes) +23.743s; 12 Sebastian Vettel (Aston Martin-Mercedes) +24.621s; 13 Antonio Giovinazzi (Alfa Romeo-Ferrari) +27.216s; 14 Robert Kubica (Alfa Romeo-Ferrari) +29.769s; 15 Mick Schumacher (Haas-Ferrari) +51.088s; 16 Nikita Mazepin (Haas-Ferrari) -41l/engine; 17 Lewis Hamilton (Mercedes) -25 laps/accident; 18 Max Verstappen (Red Bull-Honda) -25 laps/accident; 19 Pierre Gasly (AlphaTauri-Honda) -3 laps/retired; 20 Yuki Tsunoda (AlphaTauri-Honda) -0 laps/brakes. **Drivers' Championship:** 1 Verstappen 226.5 points; 2 Hamilton 221.5; 3 Bottas 141; 4 Norris 132; 5 Perez 118; 6 Leclerc 104. **Constructors' Championship:** 1 Mercedes 362.5; 2 Red Bull 344.5; 3 McLaren 215; 4 Ferrari 201.5 5 Alpine 95; 6 AlphaTauri 84.

George Russell scored genuine points for the Williams squad

Sprint race format still under scrutiny after snore-fest at Monza

The jury is still out on whether Formula 1's Saturday Sprint races are a success and F1 bosses are considering tweaks for next year. Following on from the first trial at Silverstone, the 18-lap race at Monza on Saturday was devoid of action.

Mercedes' Valtteri Bottas won the race, but second-placed Max Verstappen was awarded pole position as the Finn had to serve a grid penalty for using a fourth power unit this season.

Saturday races could be run as point-scoring races that don't set the grid for the main event in 2022 and F1 boss Ross Brawn admitted he was surprised by the lack of overtaking.

"This was one of the races we selected because we thought there would be more opportunity," said Brawn. "We might find in Brazil we have a fantastic sprint, so it's over the three races we want to judge it."

Grand prix bosses aim to ease engine regs to attract new firms

Formula 1 is set to adopt a simpler engine in the future in a bid to attract new manufacturers to the grid.

High-level meetings took place last weekend in Monza between the current power unit suppliers where proposals for a new formula from 2026 onwards was discussed.

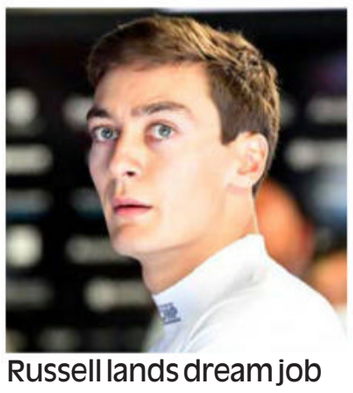
The plan is to remove the complex MGU-H element from the engine that is used to recover energy from the turbocharger. That would appease VW which is looking at a possible entry. The VW Group could potentially team up with Red Bull, which could have future ramifications for Williams.

Last week, the team confirmed London-born Thai driver Alex Albon (who retains links with Red Bull) will drive for the Grove-based team. Current Williams boss Jost Capito formerly worked at VW in the World Rally Championship that has led to rumours linking the entities.

RACING NEWS

HAMILTON READY TO WELCOME THE BATTLE WITH RUSSELL

World champ thinks new Mercedes team-mate will be a huge boost



Russell lands dream job

Brit, leading Lewis, leaves Williams

Photo: Motorsport Images

By Matt James

World champion Lewis Hamilton says his 2021 team-mate George Russell can bring a fresh energy to the Mercedes team as the all-British line-up was confirmed in the build-up to last weekend's Italian Grand Prix

Russell, a Merc protege, will be promoted from Williams after three years with the team, and will step up to the squad he had a one-off outing with at the Sakhir Grand Prix in Bahrain last season.

Seven-time title winner Hamilton said: "New fresh blood in our team is going to be great, obviously, because I'm the oldie there. And I think that definitely will energise the whole team, knowing they have a new youngster coming through who's super-hungry, driven and will be pushing the team forwards."

Mercedes team boss Toto Wolff said that the blend of Hamilton's experience and Russell's potential will help the team to maintain its position at the top of Formula 1.

Wolff said: "Now, it is our challenge together to help him continue learning within our environment and alongside Lewis, the greatest F1 driver of all time. I am confident that as their relationship grows, they will form a strong team and deliver for Mercedes on and off the track in the years ahead."

Russell, who scored his first podium for the Williams team at the truncated Belgian Grand Prix at the end of August, said he was looking forward to measuring himself against Hamilton.

The 23-year-old said: "It's a huge opportunity and one I want to grab with both hands. My target must be to reward the trust that Toto, the team, and the board have placed in me by ensuring I play my part in continuing that success and I want to do my new team-mates proud. One of those new team-mates is the greatest driver of all time. I've looked up to Lewis since I was in go-karts and the chance to learn from someone who has become a role model both on and off track can only benefit me as a driver."

Albon secures return to the top flight as part of Williams line-up

British racer Alex Albon will retain his links with Red Bull despite signing to rejoin Formula 1 next year at the wheel of a Mercedes-powered Williams.

The London-born Thai was confirmed as Nicolas Latifi's team-mate at the Dorilton Capital-owned team last week. He raced for a year and a half in the Red Bull team before being replaced by Sergio Perez.

Albon has since contested the new-look DTM but he will now make a full-time return to single-seaters.

Albon said: "When you take a year out of F1, it's never certain you will make a return so I'm extremely thankful to Red Bull and Williams for believing in me and helping me on my journey back to the grid.

"It's also been great to see all the progress Williams have been making as a team this year and I look forward to helping them continue that journey in 2022."

Albon (r) in surprise F1 return

Gasly and Tsunoda to remain at AlphaTauri in '22

French Formula 1 racer Pierre Gasly says he thinks the AlphaTauri team can take strides up the grid next season after he and team-mate Yuki Tsunoda have been confirmed at the squad for 2022.

The 2020 Italian Grand Prix winner, a former Red Bull Racing man, said that the reworked regulations that will be introduced into the top-flight next term could help the team leapfrog up the order.

He said: "I'm very excited to see what we can accomplish in the new era of F1 and to keep working with the team as best as I can to bring us forward in the team standings. This year has been very successful so far and I really believe we can work well together to do even better in 2022."

Gasly will remain at AlphaTauri

Finn Bottas looks to new challenge after confirming Alfa Romeo swap

Bosses of the Alfa Romeo team say that signing Valtteri Bottas will inject top-line experience into the squad for 2022.

The Finn, who has been replaced at Mercedes by Briton George Russell, has inked a multi-year agreement with the Swiss-based team. Alfa Romeo team principal Frederic Vasseur said: "With Valtteri, we bring to Hinwil a strong team player with experience at the sharp end of the grid. [He] has been an integral part of a team that rewrote the history books and he has four constructors' World titles to his name: he is the right driver to help Alfa Romeo Racing make a step forward towards the front of the grid."

Both Mercedes boss Toto Wolff and World champion Lewis Hamilton paid tribute to Bottas's contribution to the German brand's attack. Bottas had been with the three-pointed star since 2017.

Bottas said: "I am proud of what I achieved at Mercedes and I am fully focused on finishing the job as we fight for another World championship. But I am also looking forward to the new challenges that await me next year with an iconic manufacturer in F1."

Alfa has yet to confirm its second driver for 2022, with Chinese F2 driver Guanyu Zhou thought to be in the frame.

Silverstone will run in early July next year

EARLY JULY DATE FOR BRITISH GRAND PRIX IN 2022

Bosses of the Silverstone circuit have confirmed that the British Grand Prix will provisionally move to an early-July date for the 2022 race.

Although the official calendar has not yet been fully ratified, track chiefs in the UK have announced July 1-3 as the date for next year's event. It will mark the earliest the British Grand Prix has taken place since 2013, when it ran on June 30.

There are 18 grands prix which have confirmed deal for races in 2022, with a further eight jockeying for position to form the remainder of what could be an up-to-22 race campaign.

Silverstone was the first race where Formula 1 trialled its Sprint Qualifying including the 100km Saturday race, although there has been no confirmation whether that plan will continue into 2022 and which venues it would run at if it was retained.

OBITUARY

Gordon Spice 1940-2021

Touring car and sportscar ace Gordon Spice passed away last week aged 81.

The six-time British Saloon Car Championship class winner made a name for himself in Formula 5000 in the mid-1970s before turning his attention to racing with a roof on. After switching to a Ford Capri – the car with which he is most synonymous – he took 25 wins for the Blue Oval.

Endurance outings in the Spa 24 Hours opened the doors to sportscar racing and he was co-opted onto the driving strength of the Philippe Martin and Jean-Michel Martin Rondeau in 1980 and finished third in the Le Mans 24 Hours.

From there, Spice created his eponymous engineering company and his firm had been one of the major partners with Ford's C100 programme. The compensation his firm was awarded when that initiative was scrapped went on to allow him to build his own Spice C2 sportscars. That landed him C2World titles in 1985-1988 and there were three class wins at Le Mans too.

Spice: leading in a Capri

IN BRIEF

Sprint tweaks

Formula 1 bosses are considering a plan to make the Saturday Sprint races in grand prix racing standalone events that will have no impact on setting the grid for the main event on Sunday. The tweaks would involve hosting qualifying on Friday, which would set the line-up for the sprint race and for Sunday's showdown. F1 boss Ross Brawn told Autosport: "There's a number of things we can do, and number of ways we could do it. So I think that's being studied at the moment. There are some ideas, and we'll present them to the FIA and the teams and go from there."

Piastri on top

Victory in the Formula 2 feature race at Monza means that Australian Oscar Piastri has a 13-point lead at the top of the points table with three meetings remaining. The Prema Racing driver finished ahead of title rival and F1 hopeful Guanyu Zhou in the main points-paying event. The opening race of the weekend had been claimed by Theo Pourchaire, with Indian Jehan Duruvala taking the second sprint victory.

Rowland swap

British driver Oliver Rowland will race for the Mahindra squad in the forthcoming Formula E season after having parted ways with the Nissan e.dams squad. Rowland, a Formula Renault 3.5 title winner, failed to win a race last season on his way to 14th in the standings, and his highlight was second place in the final race of the season in Berlin. Rowland will replace Alex Lynn in the squad and will line-up alongside fellow Briton Alex Simms

Rear-drive BTCC hybrid

Ciceley Motorsport has taken the wraps off a hybrid-powered BMW 125i M Sport British Touring Car Championship machine that will join the development programme ahead of the powertrain's introduction into the BTCC in 2022. Test work has so far been undertaken in a Speedworks Motorsport-built Toyota Corolla, but the BMW will join the Japanese machine to undertake evaluation on a rear-drive machine.

Halstead's shot

British GT racer Nick Halstead will join the British Touring Car Championship grid at Croft this weekend at the wheel of an Excelr8 Motorsport Trade Price Cars Racing Hyundai i30 N. He will deputise for regular runner Rick Parfitt, who has been told by doctors to rest an injured back. Parfitt said: "Although it is hugely disappointing for me on a personal level, at the same time it's fantastic that Nick can now fulfil a dream he has to compete in the BTCC. I'll be rocking on all cylinders when we go to Silverstone."

Palou still top

Spaniard Alex Palou cemented his position at the head of the IndyCar standings by taking victory at Portland on Sunday. The Chip Ganassi Racing driver won from pole position and finished ahead of Alexander Rossi and Scott Dixon. Palou is 25 points clear of Pato O'Ward with two races remaining on the 2021 schedule.

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BRITISH F4 'NATURAL CHOICE' FOR RISING STARS DESPITE GB4 LAUNCH

A proven route, superlicence points and safety are among the reasons organiser Motorsport UK says British F4 beats MSV's new rival GB4 junior single-seater contest for those aiming for top

British F4 organiser says it is still ahead

By Graham Keilloh

British Formula 4's new organiser Motorsport UK has said the championship remains the 'natural choice' for ambitious young drivers despite the recent launch of rival junior single-seater contest GB4.

MotorSport Vision launched the GB4 championship for 2022 as an affordable UK entry-level category, using the Tatuus F4-T014 seen in several F4 series for the past seven years.

Motorsport UK CEO Hugh Chambers told Motorsport News: "There is no question that the FIA single-seater pathway, of which F4 is the domestic level, is the proven route for elite drivers.

"The fact that we are part of that pathway with the new generation-two car, with superlicence points – and the only place you can get superlicence points in the UK is in the British F4 championship – the fact that we're the only championship that will permit 15-year-olds to compete, are all compelling reasons why those who do aspire to reach the top levels of motorsport would naturally choose British F4.

"The principal [difference between the cars] is [the level of] safety. [The] accident as we saw in Spa with the W Series, there was proof of the value of the halo."

GB4 aims for full-season costs between £120,000 and £150,000. Chambers added: "It's a lower price point on the surface but MSV's not setting the price, the price is set by the teams and by the marketplace, so it's pure speculation as to whether or not it is actually cheaper. Capital costs and equipment is clearly lower but that's not really what the budget gets spent on."

MSV has launched GB4 as a lower-cost alternative

F4 CHAMP BROWNING BACK WITH FORTEC FOR GB3 BOW

Browning got a belated F3-level bow with Fortec

Reigning British Formula 4 champion Luke Browning reunited with Fortec Motorsport last weekend for his Formula 3-level debut in GB3 at his local Oulton Park track.

The teenager with Fortec sealed 2020's F4 crown and driver and team told Motorsport News late last year their hope was for Browning to race with the squad this year in what is now known as GB3, though added that budget needed to be raised. Browning also tested a Fortec GB3 car during the winter.

Browning this year has raced in the ADAC and Italian F4 championships with US Racing, winning at the Red Bull Ring on his debut weekend in the former contest.

Fortec's team manager Ollie Dutton said: "The graduation to a Formula 3 series is definitely where [Browning] belongs at this stage in his career, so it'll be a useful weekend for him both in terms of learning the car, and also showcasing his talent against a highly-competitive field."

Browning added: "I'm super excited to be back with the Fortec family, and I can't think of anywhere better to mark the occasion than my home circuit of Oulton Park. I'm really grateful to the team for the opportunity, it definitely feels like a homecoming of sorts."

LEBBON AND LOAKE AMONG MOTORSPORT UK DISE INTAKE

GB3 racer Tom Lebbon and British Formula 4 race-winner Joseph Loake are among the drivers awarded a place on the Motorsport UK Academy's latest Enhanced DiSE programme intake.

The bespoke programme, delivered in collaboration with Loughborough College, is the first step on the governing body's young driver talent development pathway. Enhanced DiSE is aimed at drivers and co-drivers at the junior, grassroots and club levels of motorsport and gives the opportunity to gain academic qualifications while competing.

Competitors pathway manager Katie Baldwin said: "We had a record number of applications this year, so the selection process was incredibly tough. Congratulations to all the drivers who have been selected for the new academic year – we look forward to supporting them all with their motorsport journey."

RISING STARS

Enhanced DiSE programme class of 2021 (Year 1)

Alex Ley	Letisha Conn
Aston Millar	Lorenzo Kordal
Briannie Davis	Marcus Littlewood
Daniel Armstrong	Marcus Carlton
Daryl De Leon	Sam Hawthorne
Taylor	Sam Shaw
George Davis	Scott Sumpton
Jack Meakin	Tom Lebbon
Jessica Edgar	Tom Adams
Joseph Loake	Will Orton
Joseph Warhurst	

Reigning Ginetta Junior champ Lebbon is in DiSE intake

Photos: Jakob Ebrey

Hillspeed adds GB4 effort

HILLSPEED FIRST TEAM TO COMMIT TO GB4

Multiple title-winning team Hillspeed is the first squad to confirm it will enter the new GB4 championship in 2022, doing so with a two-car line-up.

Hillspeed has been part of GB3 – including under its BRDC British Formula 3 and BRDC Formula 4 names – since 2013. The team is now welcoming driver enquiries for GB4's inaugural year.

Hillspeed's GB4 drivers will also receive a complimentary GB3 test at the end of 2022, and the highest-placed Hillspeed driver in next year's GB4 standings will receive a financial support package to help them graduate to GB3 with the team.

Hillspeed team principal Richard Ollerenshaw said: "Due to the increasing costs of FIA F4, many talented young drivers may have been directed towards closed-wheel racing without realising their potential in single-seaters, GB4 changes all of that. This also means we will offer a seamless ladder of progression in-house at Hillspeed."

Pearson faces cancer battle

FUNDS SOUGHT FOR TEENAGE RACER PEARSON'S CANCER TREATMENT

A fundraiser has been set up to help the radiation treatment costs for teenage racer Joel Pearson who has a rare and stubborn form of bone cancer.

Pearson was set to graduate from the Ginetta Junior championship to race in British Formula 4 in 2021 with Argenti Motorsport, but before the season start, at the age of 16, he had to withdraw from the campaign as he was diagnosed with Pelvic Osteoblastic Osteosarcoma.

Pearson's sister Abi has started the appeal seeking the initial £100,000 of the costs for his next stage of cancer treatment in Germany. As Motorsport News went to press close to £18,000 had been raised.

Abi said on the fundraising page: "He is now 17 and after almost nine months of chemotherapy, the tumour is responding well but cannot be completely eradicated by chemotherapy alone. Joel requires Carbon Ion Therapy, a radiation treatment that only six centres worldwide can give him.

"Unfortunately, this is a treatment where the funding is not available on the NHS and cannot be performed in the UK. Because of this, we have had consultations with many of the centres worldwide and have been accepted by Heidelberg Cancer Centre in Germany."

You can make a contribution at: gofundme.com/f/help-joel-get-overseas-treatment-and-beat-cancer.

Photos: Jakob Ebrey, Lotus, Dickon Siddall

Rushforth (r) was "too stubborn" to quit after fire

Team has new equipment and now a third Ginetta

GINETTA TEAM "STRONGER THAN BEFORE" AFTER FIRE

Alastair Rushforth Motorsport bounces back after Snetterton blaze with a new truck and an extra driver for Croft GT5 Challenge round this weekend

By Graham Keilloh

Ginetta GT5 Challenge outfit Alastair Rushforth Motorsport following last month's paddock fire will be "stronger than before" racing at Croft this weekend including with an extra car in its line-up.

The team's truck and awning caught ablaze in Snetterton's paddock during the British GT meeting's Saturday. There were no casualties and the outfit continued racing on Sunday.

The team now has a replacement truck, awning and other equipment, and Am driver Phil McGarty – previously with Xentek Motorsport – will join regular duo Connor Grady and Will Orton in Yorkshire's British Touring Car Championship support and at next month's Donington Park season-closer.

Alastair Rushforth told Motorsport News: "The fact that we're coming back stronger than where we were before and the fact that we now own our truck again is a massive boost. It means I can finish this year off in style and like I always do we're [then] going to evolve things even more.

"I certainly was never going to give up on this, I'm too stubborn. It would take more than a fire to have stopped me.

"There's been so many offers of help; I was overwhelmed at the time [of the fire] with everything that had gone on but also the immediate offers of generosity.

"I think we're going to go really well [at Croft]. I don't see any reason why we can't come back and win some pots from the get-go.

"[McGarty's] mantra is very similar to mine: racing is all about enjoying yourself; it's a family thing for him."

BRITISH GT'S 2022 CALENDAR UNVEILED

The British GT championship next year will once again kick off with its traditional Easter Monday Oulton Park curtain-raiser in its unveiled 2022 calendar.

The Cheshire track's double-header meeting of two hour-long sprint races has been held later in the year on 2020 and 2021's Covid-disrupted schedules.

The 2022 British GT itinerary retains seven events and nine races across its regular six circuits.

Its blue-riband three-hour Silverstone 500 is to be held in early May, and that is followed by another 180-minute race, this time at Donington Park after the longer format at the circuit proved popular in 2020. Spa-Francorchamps plays host to SRO Speedweek as usual just before the 24 Hours of Spa in July, and British GT's 2022 schedule concludes as usual with a two-hour Donington race.

Organisers have sought to minimise clashes with SRO's European GT3 and GT4 championships and with British Touring Car Championship rounds.

Additionally Friday's official test sessions, a feature of most British GT events this year, will return at the majority of rounds in 2022. A full testing schedule, including the date of the pre-season media day, will be confirmed in the new year.

CALENDAR

British GT 2022

DATE	VENUE	FORMAT
April 16 and 18	Oulton Park	2x 1hr races
May 7-8	Silverstone 500	1x 3hr race
May 28-29	Donington Park	1x 3hr race
June 25-26	Snetterton	2x 1hr races
July 23-24	Spa-Francorchamps	1x 2hr race
Sept 10-11	Brands Hatch	1x 2hr race
Oct 15-16	Donington Park	1x 2hr race

British GT will once again get its traditional Easter Oulton opener

The Emira GT4 is set to be seen in GT competition next season

LOTUS STEPS BACK INTO GT RACING WITH EMIRA

Lotus is to return to GT racing next year after unveiling its new competition-spec Emira GT4 car last week.

The machine has been developed in partnership with RML, the multiple British and World touring car championship-winning concern, and will be available for customers to race in 2022.

The machine is based on the Emira road car, that Jenson Button gave the debut to in July at Lotus's Hethel test track. It is powered by a 3.5-litre Toyota V6 engine and will be eligible for GT4 championships including that in British GT. Its predecessor Evora claimed seven British GT4 race wins between 2012 and '15.

BUSY TIMES FOR BRABHAM WITH TWO CARS

Brabham's new BT63 GT2 car remains on course to make its debut in the European GT2 championship season finale in October at Paul Ricard.

David Brabham told Motorsport News: "The boys are very busy in the background building a concept version of that to be able to race in October at the European GT2 championship."

Brabham also paid tribute to Paul Bailey and SBR Engineering who with Ross Wylie took the Brabham BT62's historic first overall GT Cup victory last month at Silverstone. This year's GT Cup contest is the first time the chassis had taken on a championship.

Brabham added: "It's great to see the car on track, Paul's doing a great job with Ross, he's improving massively, he's going as fast as he's ever been at race tracks, SBR Engineering are doing a great job of giving him a car that he can do that. Paul's long-term strategy is to race this year on year."

IN BRIEF

Sweet Caroline

British GT's reigning GT4 champion Jamie Caroline returned to the championship's grid last weekend at Oulton Park in Speedworks Motorsport's Toyota GR Supra. Caroline joined John Ferguson in the Toyota Gazoo Racing UK Pro-Am GT4 entry as "unforeseen personal circumstances" ruled Scott McKenna out.

Greystone grows

Greystone GT is adding a fourth McLaren 570S GT4 to its line-up at Donington Park's GT Cup round this weekend in the GTH class for debutant Phillip Carter and British GT4 race-winner Michael Broadhurst. Greystone took GTH class victory in last month's Silverstone round with Rich Mason and Jon Lancaster.

Thirty for Festival

The British Racing and Sports Car Club has confirmed it has received 30 entries so far for this year's Formula Ford Festival, a third of the event's capacity. This year's Festival, at Brands Hatch on October 30-31, is the event's landmark 50th running and organisers are seeking a bumper grid to mark the occasion.

Gratitude for volunteers

Motorsport UK is supporting the new Gratitude Games, a sporting event aiming to raise awareness and to support mental health challenges faced by emergency service and NHS workers, many of whom volunteer in motorsport. Sporting venues in Manchester and Salford will host next year's inaugural games, uniting over 20,000 emergency responders and their families.

MULTIPLE CHAMPION SIBLEY RETURNS TO MIDGET & SPRITE CHALLENGE

Multiple Midget & Sprite Challenge champion Paul Sibley is returning to the contest at its Mallory Park season-closer this Sunday ahead of a full-time 2022 comeback.

Sibley claimed an unbeaten sequence of championships in the MG Car Club category's frontrunning Class A from 2009 to 2015. He since has raced in Modsports and last competed in late 2019. He now returns to Midget and Sprites in a Class A MG Midget raced by popular late long-time competitor Ted Reeve.

Sibley told Motorsport News: "I decided I'd make a comeback, keep the car in Britain, keep it racing in the championship it belongs in, and we'll see how we go.

"Friends of friends kept pestering me to buy it [the car] and come back and do a bit of racing, and in the end I broke and said 'yes' and bought the car. But I don't regret it, I'm looking forward to it.

"We're going to use Mallory as a test session for next year. Keep out of everybody's way, I don't want to interfere with the [2021] championship.

"[I'll] do a full year next year. I'll go back to Modsports racing next year as well. Being in the HGV world [as a day job] I've had very few days off in the last year-and-a-half so if I go back to racing I get my weekends back."

Sibley is back in a MG Midget

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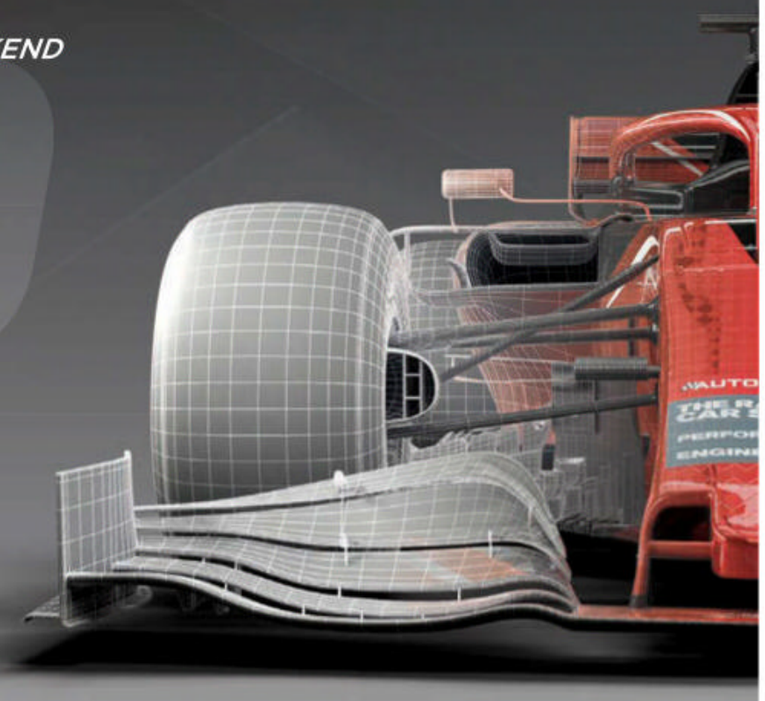

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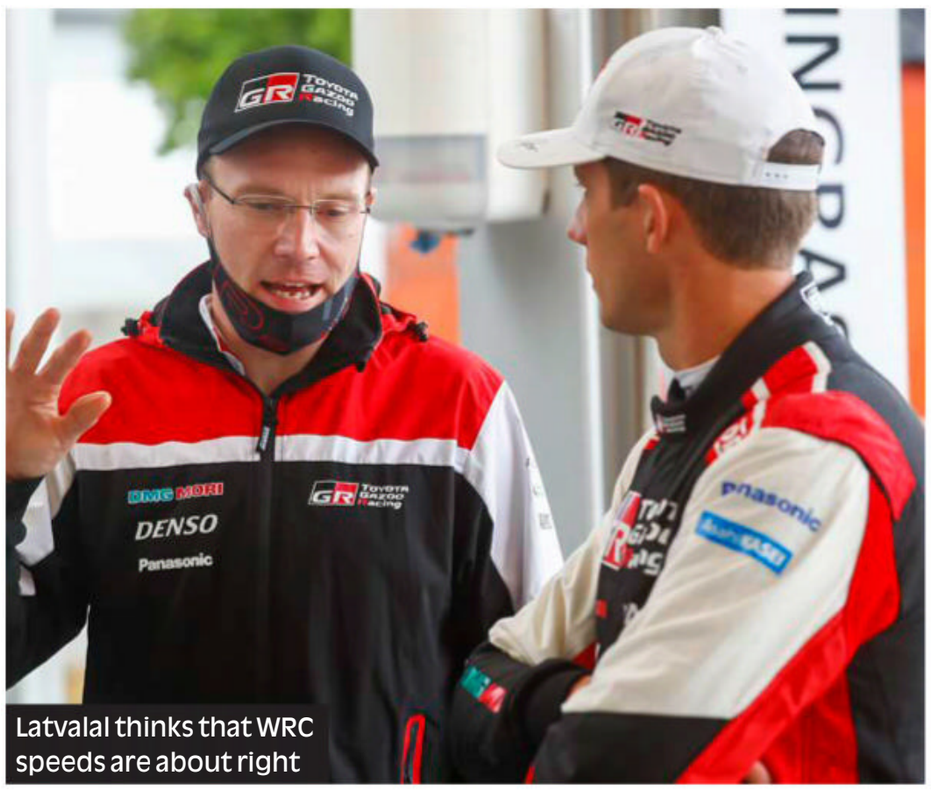
RALLY NEWS

LATVALA DEFENDS RULEMAKERS OVER THE HYBRID FUTURE OF THE WRC

Thierry Neuville's remarks prompt a backlash from Toyota team boss

Photo: Hyundai Mototsport, Motorsport Images, mcklein-imagedatabase.com



Latvalal thinks that WRC speeds are about right

Hyundai has been testing its new-for-2022 i20 hybrid model

By Graham Lister

Jari-Matti Latvala has hit back at Thierry Neuville's stinging criticism of the WRC's new-for-2022 Rally1 rules.

Hyundai star Neuville used a media session on the eve of the Acropolis Rally to slate governing body the FIA for ignoring drivers and claiming "nobody has the balls to go against what the FIA is deciding".

Toyota team head Latvala, however, countered Neuville's attack by stating corner speeds are too high and suggested the Belgian – whose brother Yannick's LifeLive company was awarded the FIA Rally Star cross car contract – would be onboard with the hybrid-based Rally1 regulations within six months.

Neuville had said: "I do not agree on all those changes done by FIA and the manufacturers all the time, removing things to make the car less exciting, more dangerous to drive.

"It will be even more expensive than anything we have seen in WRC. It's a pity and the last thing is that we have to remove quite a lot of aerodynamics from the cars. We were hoping to have at least some similar figures as before, which would have been already difficult, but now we are probably going to have R5 figures with a car that has more power, up to 500hp when we use the full electric.

"Removing the centre diff, removing the aerodynamic even more, removing the damper travel, back to the gear lever goes definitely the wrong way. I'm not happy, but nobody has the balls to take different decisions and go against what the FIA is deciding. That's a pity but the drivers are not listened [to] anymore and that makes our lives more frustrating."

Latvala said in response: "We don't need to make cars any faster and if they are a bit slower it can be even better.

"The drivers' safety is in a great, great level but if the corner speeds are really high it's more about the spectators because if you go off the road the car can end up so far away from the road. When everybody has the new cars it's the same situation and when they start to be developed they get faster again. Six months from now I don't think the drivers will criticise."

Neuville's comments followed a presentation of Rally1 at the IAA Mobility event in Germany at the start of last week where Hyundai, M-Sport (Ford) and Toyota bosses were unified in their support of the category's green credentials and enhanced safety.

The FIA used the event to reveal the Rally1 hybrid system's three principal modes: full electric mode, stage start mode and stage mode, while it was confirmed that teams and drivers "will be able to create up to three personalised 'maps' to decide how to deploy the hybrid power", according to WRC Promoter's announcement.

Yves Matton, the FIA rally department head, had yet to respond to Neuville's comments when MN went to press.

Spaniard Sordo will take the controls of the MRF Hyundai i20

SORDO PLOTS AZORES ERC ASSAULT IN BREEN'S HYUNDAI

As predicted by Motorsport News (August 19) factory Hyundai WRC pilot Dani Sordo will return to the European championship on the Azores Rallye, driving the Team MRF Tyres-entered Hyundai i20 R5 used by Craig Breen for the first three rounds of the ERC season.

Indian firm MRF confirmed last month that Breen had completed his stint as one of the company's development drivers with Jari Huttunen drafted in for Rally Zlin as a replacement.

While Sordo is an Azores rookie, his new co-driver Candido Carrera has started the event on two previous occasions.

As well as competing in the Azores, Sordo will also contest Rally Serras de Fafe e Felgueiras, the second part of the ERC's Portuguese double-header, which takes place on the same weekend as Rally Finland (October 1-3).

KATSUTA MISSES OUT ON ACROPOLIS DEBUT WITH CO-DRIVER DRAMAS

Takamoto Katsuta's Acropolis Rally entry was withdrawn after Northern Irish co-driver Keaton Williams had to return home at short notice.

Toyota confirmed the withdrawal of Katsuta's entry two days before the event's Athens start "because of a family emergency" for Williams, who is deputising for the injured Daniel Barritt.

Although Katsuta's driver coach Juho Hanninen has co-driving experience, a statement from Toyota confirmed "it was not possible to bring in. another co-driver at this late stage, so the decision was made not to take part in the rally".

Katsuta had been scheduled to make his Acropolis debut.

Katsuta was left without a note-caller on the Acropolis Rally

Bike man will tackle Monza

MONZA DATE COULD HINGE ON ROSSI'S PARTICIPATION

MotoGP legend Valentino Rossi might have a say in the scheduling of the World Rally Championship finale.

With Monza's return as the WRC closer for a second season expected to be rubber stamped imminently following the cancellation of Rally Japan last week due to the Covid-19 pandemic, Motorsport News understands talks are ongoing for Rossi to take part.

A multiple winner of the Monza Rally Show, which Rally Monza replaced for 2020, the Italian has announced his retirement from MotoGP for the end of the current campaign.

However, with the Valencia MotoGP round clashing with the planned Rally Monza date of November 11-14 – the slot Rally Japan had been set to fill – a late-November slot could be targeted.

That's because the first and third weekend of November are unworkable due to clashes with the Algarve MotoGP event and the Rally Islas Canarias European championship finale respectively.

Although the ERC and WRC will go head-to-head at the start of October when Rally Serras de Fafe e Felgueiras and Rally Finland run on the same weekend, there appears to be concerted efforts to avoid another clash due to the impact the Fafe scheduling has had on limiting the Finland entry to 43 cars.

EDMONDSON DESPERATE TO PASS HIS PROBATION ALONGSIDE MIKKELSEN

British co-driver Elliott Edmondson had last week's Acropolis Rally and this week's Azores Rallye to prove to Andreas Mikkelsen he's the right man to be the Norwegian's new full-time wingman.

After being dropped by Gus Greensmith prior to the Croatia Rally, Edmondson was without regular employment until the call-up from Mikkelsen, which included a Pirelli tyre test on Sardinia in the week leading up to the Acropolis.

Prior to the Acropolis, Mikkelsen said: "We had two days on Tarmac with the WRC car and first run, very tricky road, he read really perfect. [Edmondson] is very professional, he has a lot of experience even though he's young so I'm sure he's up for the job.

"It's more if I can get everything into my head as easy as Norwegian. I've already tried several co-drivers this season and I plan to try several [more], and then we see what we end up with."

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BOYLE SET FOR CORK '20' RETURN

Returning veteran joins top seeds for restoration of Irish Tarmac rally headed by Roy White

Photos: Jakob Ebrey, Martin Walsh, William Neill,

Roy White is top seed for Cork

By Martin Walsh

Declan Boyle will return to action on the Cork '20' this weekend, his first event since crashing on his home international when it was last held in 2019.

After the disappointment of the accident, the Donegal driver feels eager to get back into the fray as stage rallying returns to Ireland.

He said: "It was good to get the rest away from [rallying] but I'm looking forward to getting back at it again. You miss the buzz and getting away from work."

Boyle will take the wheel of a Melvyn Evans Motorsport-prepared VW Polo GTi R5, which is a new machine for him after several seasons competing in Ford Fiesta WRC and R5 cars.

Boyle added: "I'd like to see what the Polo is like, looking forward to a test in it next week before the Cork '20'. [The Fiesta's] a great car, some buzz in it and I'll hold on to that one for now. R5's is the way forward but I'll be slow now, maybe after a few rallies I might pick up the pace, it's not going to be easy against the young boys, but I still want to have a go."

Boyle will be co-driven by James O'Reilly, who partnered him to title success in the 2018 National Rally championship. His son Michael will also compete in Cork in a Group N Mitsubishi Lancer E9.

The Boyle family joins a 150-strong entry list for the event, which features three stages (Caherduggan, Glentane and Ballylusky), which are run twice. Service will be in the Cork Marts Complex in Corrin, with Rally HQ in Cork's Radisson Blu hotel.

TOP 10 SEEDED ENTRIES

Cork '20' entry list

	DRIVER/CO-DRIVER	CAR
1	Roy White/James O'Brien	Ford Fiesta WRC
2	Donagh Kelly/Kevin Flanagan	VW Polo GTi R5
3	Sam Moffett/Keith Moriarty	Ford Fiesta
4	Callum Devine/James Fulton	Ford Fiesta R5
5	Josh Moffett/Andy Hayes	Hyundai i20 R5
6	Meirion Evans/Jonathan Jackson	VW Polo GTi R5
7	Declan Boyle/James O'Reilly	VW Polo GTi R5
8	Garry Jennings/Rory Kennedy	Ford Fiesta)
9	Owen Murphy/Anthony Nestor	Ford Fiesta R5
10	Seamus Leonard/TBA	Ford Focus WRC

DEVINE TO MISS ERC AZORES

Callum Devine will be non-starter on this week's European championship-counting Azores Rallye.

The Irishman revealed his concerns that a new engine might be needed for his Ford Fiesta Rally2 following last month's Barum Czech Rally Zlin, where he finished as the best event rookie in seventh place alongside co-driver James Fulton.

Last week, the Azores Rallye entry closed with no Motorsport Ireland Rally Academy registration for Devine. He had been due to contest the event in May prior to its postponement to September, when fears of a necessary engine change were realised.

ERC leader Andreas Mikkelsen is the top seed for the gravel event, which runs from today (Thursday) until Saturday evening on the mid-Atlantic Ocean island of Sao Miguel.

LIFE IS GOOD FOR SRC RETURNEE

Gordon Murray will return to the Scottish Rally Championship after a two-year hiatus, driving a Mitsubishi Lancer E7.

The former series regular had intended to retire after 2019 and hoped to take up golf as his new passion. However, he told MN that he immediately regretted his decision. He said: "I wasn't wanting to stop but knew I should, but when the car went that was a massive thing to go out to my garage and have nothing there.

"I got away with it with the lockdown because nobody was rallying anyway, but the last few months, seeing social media and everybody having a good rally, that just really got to me and I thought 'I just can't do this.' I wore [my wife] Corinne down, because it was a while ago, she said 'just get a rally car' and within hours, a deal was already made. I didn't hang about much!"

Murray hopes to make his return on the Carlisle Stages Rally (October 23) in a more relaxing car to drive than his familiar Ford Escort Mk2. Carlisle will act as a test for the Lancer E7, where Murray can work prepare himself for 2022.

"I'm obviously not going to be trying to win the Scottish championship, but we'll maybe look at class results for a season or something like that," he said. "I'm just so glad and so relieved, I can't wait. Life's good again!"

Murray aims for class results from newly bought Lancer

Henderson's last BRC start came with Puma in 2002

HENDERSON TO MAKE FIRST BRC START SINCE 2002 ON TRACKROD

David Henderson will return to the British Rally Championship for the first time since 2002 with an entry into Trackrod Rally Yorkshire in his Ford Fiesta R5.

Henderson, who campaigned a Puma S1600 19 years ago, has recently traded his Ford Escort Mk2 for an R5 and contested both the Pendragon and Three Shires Stages events. He set fastest times on both rallies, but mechanical issues forced him out on each occasion.

The Trackrod Rally will be Henderson's first gravel rally since the 2002 Scottish Rally.

Henderson ran his Fiesta with a larger turbo restrictor on recent rallies but will revert it back to fully homologated spec in Yorkshire.

Henderson told MN: "I thought to myself, in order to truly have a direct comparison I really should drop onto their regulations, so I'll be running in BRC1 [rather than the National category].

"I think ultimately my Tarmac pace will be OK but I need to see if I'm actually able to compete on gravel before I decide what I do next," he added. "I'll go and do a bit of a test somewhere, get stuck into that and if my pace is OK it opens up my possibilities for next year."

Henderson doesn't have any firm plans for 2022 but is keen to keep extending his experience base on gravel. "I was going to do the Cheviot [Stages]," he said. "I'll keep my entry in just in case I don't get an entry in for the other rally that's happening on the same weekend, but I think I'll stay in gravel spec and do the Carlisle Rally because I'm short on recent gravel experience. Then I'll do the Neil Howard [Stages at Oulton Park] and probably end the year."

CORK '20' PRELUDES FULL IRISH TARMAC RETURN IN 2022

Organisers of the Cork '20' International anticipate an intense level of scrutiny as it will be the first stage rally to take place in Ireland since the introduction of coronavirus restrictions.

With national infection rates remaining stable, clerk of the course Kevin O'Riordan told Motorsport News everyone involved with the rally has had to adopt an entirely new way of thinking. He said: "As the first event back, it is an entirely new ball game – there is a big change in working practices and a move to a more paperless way of working, which is a positive development.

"We only had six weeks to plan the event but a large collection of people have all put their shoulder to the wheel to make it happen and we are all looking forward to what promises to be a great event.

"It is great to see rallying making a return and a further sign that we are all hopefully beginning to see light at the end of what's been a long, dark tunnel over the course of the last eighteen months."

O'Riordan added that the organisers remain committed to running the Irish Tarmac Rally Championship in its entirety next season after the series' Covid-enforced two-year hiatus.

"We are looking forward and are fully focused on getting the Irish Tarmac Rally Championship back up-and-running in 2022.

"The cancellations of the previous two years were obviously unavoidable and absolutely the right decision at the time – it showed real leadership," he said.

'Real leadership' means Irish Tarmac will be back on in '22

SPECIALIST

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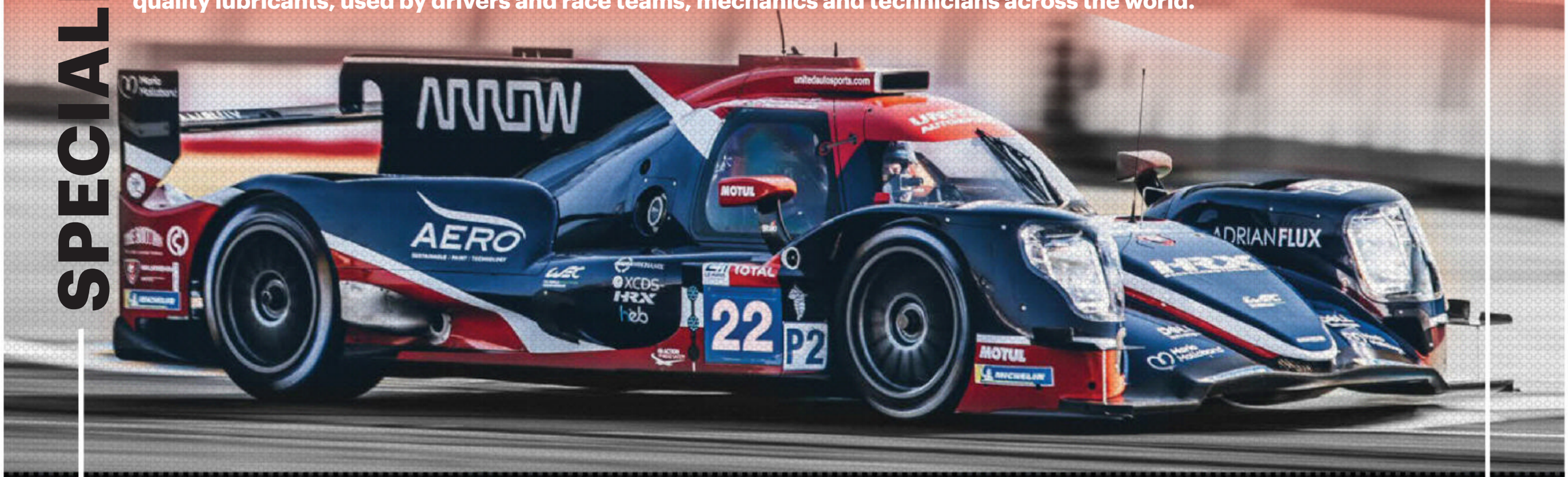

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RALLY NEWS

ROAD RALLY ROUND-UP

Wearside win for Jennings/Fish

After an event long battle, Simon Jennings/Colin Fish emerged as the winners of the Wearside Targa Rally.

The Nissan factory at Sunderland was hosting the Durham AC event for the 10th time. There were 18 all-Tarmac tests, the majority of which were on the Nissan Test Track.

There was a tight five way fight for the lead during the morning, with Jennings/Fish in their Peugeot 106 swapping times and places with four Mazda MX-5 crews.

Two of the Mazdas, those of Philip Hodgson/Lewis Hodgson and Neil Raven/Clare Raven, put themselves out of contention on the first afternoon test when they both collected wrong test faults.

The now three way contest for the win continued to the final test. By the end Jennings/Fish had managed to gain a four second advantage over runners up, the Mazda crew of Chris Dodds/Peter Gibson. The result extended Dodds' lead in the NESCRO Championship.

Drew Mclean/Julie Carter took third place in their Mazda MX-5.

There were only five entries in the Classic Rally. Tom Hall and Alan Hawdon swapped the lead until the latter picked up two wrong tests, this allowed Hall and navigator Jack Hillaby to run out the clear winners.

Ian Mills

Wearside Classic and Targa rallies
Organiser: Durham Auto Club **Date:** September 05 **Where:** Nissan, Sunderland **Championships:** NESCRO **Tests:** 18 **Starters:** 28.
1 Simon Jennings/Colin Fish (Peugeot 106) 18m 19s; 2 Chris Dodds/Peter Gibson (Mazda MX5) +4s; 3 Drew Mclean/Julie Carter (Mazda MX5); 4 Paul Mathewson/Charlie Mathewson (Mazda MX5); 5 Michael Pears/Ashley Jones (Vauxhall Corsa); 6 David Winter/Keith Winter (Ford Fiesta); 7 Philip Hodgson/Lewis Hodgson (Mazda MX5); 8 Ken Quinn/Arthur Heaton (Toyota Yaris); 9 Pete Clegg/Sarah Clegg (Vauxhall Corsa); 10 Charlie Deere/Terry Deere (Toyota Celica).
Class Winners: Classics: Tom Hall/Jack Hillaby (Riley Elf); **FWD:** Pears/Jones; **RWD:** Dodds/Gibson; **Novices:** Quinn/Heaton

LLEWELLIN BACK IN BTRDA ACTION AFTER MISSING WOODPECKER

Trackrod outing means the return of rally-leading Mitsubishi Mirage R5

Photos: Munnich Motorsport, RallyX Nordic, DA Racing, Kevin Money

After a brush with Covid, Llewellin's ready for BTRDA action

By Luke Barry

Tom Llewellin will return to BTRDA action on next week's Trackrod Forest Stages after missing the Woodpecker Stages earlier this month due to coronavirus.

Llewellin, campaigning a Mitsubishi Mirage R5, has been knocking on the door of the podium on both rounds this season, even leading the BTRDA on the Scottish before a puncture kicked him back. Having not driven competitively since July, Llewellin's ambitions are nevertheless tempered for the Trackrod.

"My expectation coming up to the Woodpecker [was high], it's one of my favourite rallies," Llewellin told MN. "Radnor, which all the stages were held in, is one of my favourite forests and actually suits my driving: fast, flowing stages.

"I was pretty confident that I could put a very good result in, possibly go there for the win but Trackrod I've never been to before so I'm going to be learning a bit as well. I'll obviously look at the notes and the DVD hard and try and get a feel for the stages but it's not quite the same as being there before."

Llewellin's mission for the end of the year is to learn what the car will do and where the limits are in his first season of four-wheel-drive rallying and has been impressed by the calibre of the BTRDA in 2021. "The pace is really, really hot this season," he said. "You've got Callum Black, Ian Bainbridge, [George] Lepley, all these drivers that are very quick in four-wheel-drive cars so it's a very good championship to be in. Who will be crowned [champion], who knows?I think it will probably be to the last rally."

SWEDES SIGN UP FOR NITRO RX SUPPORT CLASS

RallyX Nordic Supercar Lites frontrunners Martin Enlund and Casper Jansson will head Stateside later this month to compete in the Nitro Rallycross support category, NRX Next.

As they did in the RallyX Nordic 2021 campaign, Enlund and Jansson will race their single-make Supercar Lites machines for the Enlunds Motorsport squad, Jansson recently completing his maiden Nordic season with a victory in the final round in Arvika last month. Another Swede, Simon Olofsson, will continue to partner American driver Lane Vacala, as he did for the Scandinavian series, but for the Nitro RX will run under the Dreyer & Reinbold Racing banner.

Coming to America: Enlund and Jansson on tour

FORMER WORLD RX CHAMPION EKSTROM RETURNS TO ACTION WITH MUNNICH SEAT IBIZ

World Rallycross Champion Mattias Ekstrom will return to the series for a double-header event in Latvia this weekend.

The 2016 title-winner Ekstrom 'retired' from World RX at the end of 2018 after Audi withdrew its support but ended up racing for his own team full time last year, and was the closest challenger to eventual champion Johan Kristoffersson.

While Ekstrom's 2021 programme is focused on driving for Cupra in Pure ETCR and Extreme E, the 11-time World RX event winner will return this weekend with the Munnich Motorsport team, where he will partner fellow double DTM title-winner Timo Scheider in a pair of Seat Ibizas, run as a fully private effort.

The Munnich squad won the second round of the European Rallycross Championship in France earlier this month with team owner Rene Munnich.

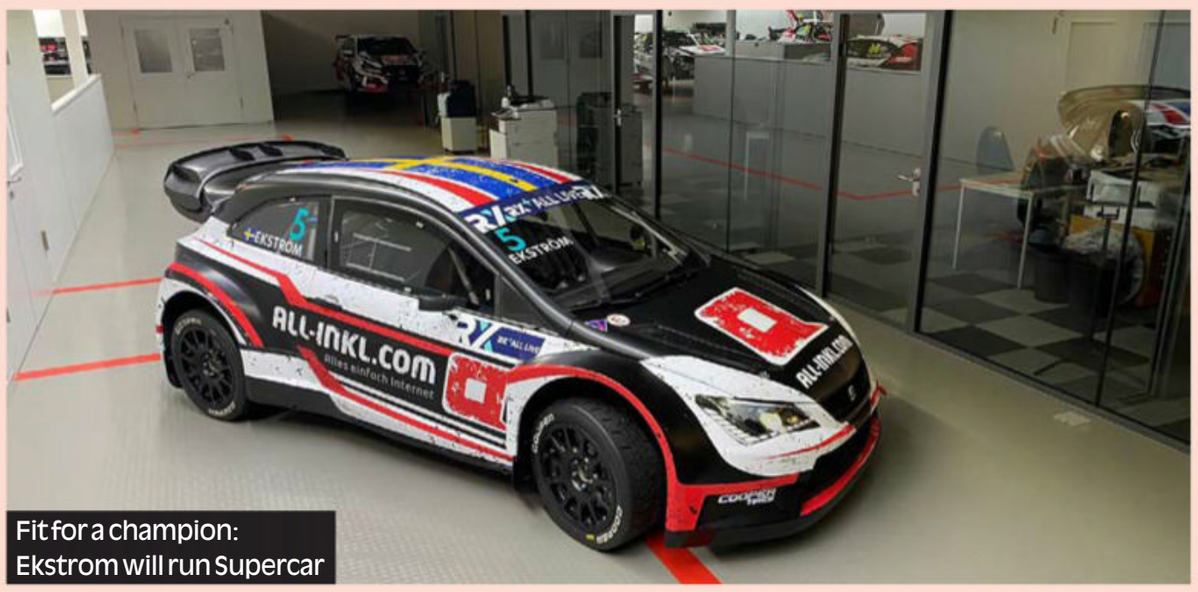
"I'm very excited to go to Riga with Munnich Motorsport for several reasons," said Ekstrom.

"Firstly, I think the car has been performing really well lately and Rene proved that with a Euro RX win in France.

"Secondly, I really like the Riga track a lot, and the fact that it will be a double header weekend, means there will be a lot of driving. Driving a World RX Supercar is the best preparation possible for the racing activities that I do."

Ekstrom has never been off the podium in five starts in Riga and won the second of two rounds at the Bikerneiki circuit last season.

He will compete directly against the EKS JC squad that he co-owns with Joel Christoffersson this weekend, which currently fields Kristoffersson and Belgian Enzo Ide in its Audi S1s.



Fit for a champion: Ekstrom will run Supercar

RACER GROSJEAN TO ANDROS TROPHY

Former Formula 1 driver and now Indycar star Romain Grosjean will compete in the Alps-based Andros Trophy ice racing series this winter with DA Racing.

A veteran of 179 F1 grands prix, bagging 10 podiums, Grosjean has made three previous Andros Trophy starts with five-time champions DA Racing and won on each occasion. He will race in the headline Elite Pro category this winter in one of the team's all-electric machine, branded as an 'Andros Sport GdL', sharing the car with experienced French rallycross, rally and circuit racing driver, and Canal + F1 commentator Julien Febreau, who will drive the car in the Elite division.

"I've always loved driving on ice," said Grosjean. "Sharing a car with Julien in a team that I particularly like and with Granules du Limousin as a partner that is close to my heart is a great story. I'm going to take advantage of the team's experience to get to grips with driving car in the best possible way, and then why not try to win a race? As it happened as soon as I got on the ice before, that would be great! But above all, I will enjoy these races in a usually calm period."

IndyCar star Grosjean will add to Andros line-up

RALLY REPORTS

SCOTTISH RALLY CHAMPIONSHIP: GALLOWAY HILLS RALLY — SEPTEMBER 11

BOGIE TRIUMPHS ON GALLOWAY HILLS

Mini man gets the glory while runner-up Pearson closes in on 2021 Scottish title, by John Fife

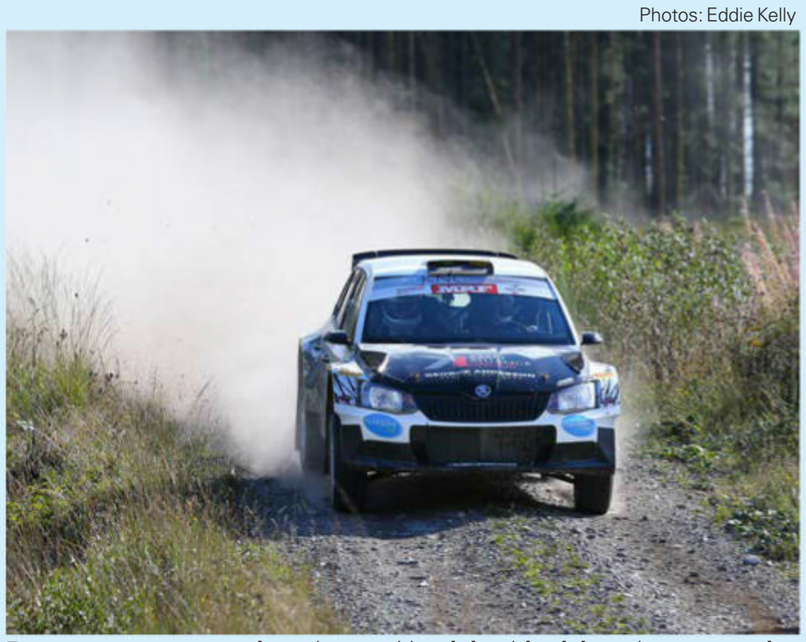
Photos: Eddie Kelly

LEADERBOARD

After 4 (of 5) Rounds

P	DRIVER	PTS
1	Jock Armstrong	107
2	Ian Forgan	97
3	Mark McCulloch	92
4	Garry Pearson	85
5	Scott Beattie	71
6	Ian Baumgart	68

Newlywed Bogie was unstoppable



Pearson came under stern attack but held on to second

RESULTS

Galloway Hills Rally,

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/John Rowan	Mini JCW WRC	36m 57s
2	Garry Pearson/Niall Burns	Skoda Fabia R5	+29s
3	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+1m 11s
4	Niall McCullagh/Ryan McCloskey	Ford Fiesta R5	+2m 07s
5	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer E7	+2m 25s
6	John Wink/Neil Shanks	Hyundai i20 R5	+2m 30s
7	Martin Cairns/Kenny Bustard	Ford Fiesta WRC	+2m 31s
8	Ian Forgan/Chris Lees	Ford Fiesta R5)	+2m 42s
9	Niall Devine/Liam McIntyre	Mitsubishi Lancer E9	+2m 51s
10	Angus Lawrie/Paul Gribben	Mitsubishi Lancer E9	+3m 04s

Class winners: C2: Fraser Smith/Steven Brown (Honda Civic); **C3:** Peter Stewart/Kevin Rae (Peugeot 208 Rally4); **C4:** Brian Ross/Jamie Mactavish (Ford Escort Mk2); **C5:** Mark McCulloch/Michael Hendry (Ford Escort Mk2); **C6:** Paul McErlean/Niall Mckenna (Ford Escort Mk2); **C7:** Michael Renton/John Shepheard (Subaru Impreza GC8); **C8:** Devine/McIntyre); **C9:** Beattie/Swinscoe; **C10:** Bogie/Rowan; **C11:** Stanley Orr/Graham Henderson (Ford Escort RS1600); **C12:** Richard Spink/Nigel Hutchinson (Ford Escort RS 1800)

Petch completed podium with strong drive

David Bogie and John Rowan won the Galloway Hills Rally at the weekend, but Garry Pearson now has one hand on the Scottish Rally Championship trophy after a storming drive in the Skoda Fabia R5.

He and Niall Burns finished second, over half a minute clear of the Ford Fiesta WRC of Stephen Petch and Michael Wilkinson, who were making a welcome return to the rostrum. As for Pearson's title hopes, both his main rivals struck trouble on the day.

And, perhaps, that was the story of the rally. Of the 91 starters, 32 failed to reach the finish line. That was all down to the conditions of the three forest stages, each run twice. Fast, flowing and fabulous just about sums it up with one Irish crew earnestly asking: "Can we take these roads back to Ireland with us!"

A couple of light rain showers in the early morning had dampened the stage surfaces making the first stage in Cairn Edward forest unpredictably slippy in places. That called for a degree of caution for Bogie in the same Mini WRC with which he scored a record seventh win on the Scottish Rally.

Jock Armstrong and Cameron Fair equalled Bogie's time in their Ford Fiesta R5 but there was no such inhibition from the previous weekend's Woodpecker Stages winners Pearson and Burns. The Skoda Fabia R5 crew simply went for it and were rewarded with a faster time from the tying Bogie and Armstrong, albeit by just one second.

Also going for it was the Fiesta R5 of Freddie Milne and Patrick Walsh, but their title hopes were scuppered when the Fiesta got a wheel on the grass at a hairpin, spun, and beached. Stuck fast, but without a mark on the paint.

Pearson was in 'attack mode' again through the second test at Fleet, another second clear of Bogie and six up on his other main rival Armstrong.

The mood changed in the third test at Dunharberry. No more pussyfooting around, Bogie was eight seconds quicker than Pearson with Armstrong third quickest tying with Jason Mitchell and Peter Ward in the Fiesta Rally2. In fact, Mitchell might have posed more of a threat to the leaders had it not been for a puncture in SS2 which cost him almost half a minute.

On the first stage after service, Rory Young and Allan Cathers retired their Fiesta Rally3 which got sucked into a ditch, while Vivian Hamill and Andrew Grennan ground to a halt in this re-run at Cairn Edward. They eventually got the Fiesta R5 going again, but a podium finish was long gone.

Bogie extended his lead by another four seconds from Pearson with Petch benefitting from some slight changes at service and tying with Niall McCullagh and Ryan McCloskey in their Fiesta R5 now that McCullagh was becoming more familiar with the car on his left-hand-drive debut.

As for Armstrong, he dropped a minute. There was a problem with gear selection and Pearson's title bid started to look that little bit rosier. Armstrong's problem continued in the next stage with Michael Binnie and Claire Mole thinking they could finish third in the Scottish Championship points chase and top 'non WRC/R5' car in their Mitsubishi Lancer E9. Sadly, the car had other ideas, blowing a turbo.

That enabled Scott Beattie and Paula Swinscoe to swoop in with their Lancer E7 to take a superb fifth overall ahead of John Wink and Neil Shanks finally getting the result they have long deserved with sixth in the Hyundai R5.

Meanwhile, there was no stopping Bogie, going full pelt through Fleet and taking another eight seconds from Pearson while Petch began closing the gap, but there was only one stage left.

Bogie sealed the deal on the final eight-mile run through Dunharberry, 11s up on a tied Pearson and Petch with McCullagh in fourth place.

Armstrong still tops the Scottish Championship points table although he will have a score to drop which puts Pearson in the driving seat. That said, there was no doubt about the day's winner, Bogie averaged 65mph over 40 miles in the Galloway 'Grand Prix'! That's some going.

CLASS ROUND-UP

Smith and Brown measure their pace to lift class honours in a Honda

Having raised the suspension on their Honda Civic after the RSAC Scottish Rally, Fraser Smith and Steven Brown took a well-judged victory in Class 2, even though the handling had been detrimentally affected by the change. Niall Cowan Jr and Callum Shanks were second in their MG ZR ahead of a delighted Scott Peacock and Charlotte McDowall on their first run out with a new engine in their own MG ZR.

An on-form Peter Stewart, with Kevin Rae alongside, scored an emphatic Class 3 victory, the Peugeot 208 Rally4 finishing fifth overall - no mean feat given the pace of the rally.

Brian Ross and Jamie Mactavish scored the Class 4 win in their Escort Mk2 ahead of Jordan Anderson and Clare Mackenzie (Peugeot 306). Third placed Johnnie MacKay and Emily Easton-Page scored a lucky third when the Fiesta ST's grumbling gearbox finally broke just as it was leaving the Stop line of the final stage.

Top 2WD runners on the day were Mark McCulloch and Michael Hendry finishing 12th overall in their Escort Mk2 ahead of the Toyota Starlet of Shane McGirr and Darren Curran.

In a hotly contested Class 9, Scott Beattie and Paula Swinscoe led home Angus Lawrie and Paul Gribben first time out in their self built car ahead of Kevin Crawford and Andrew Stevenson all driving Mitsubishis. Michael Binnie retired with a blown turbo and both Scott MacBeth and Keith Morris crashed out.

Stanley Orr claimed C11 honours in his Ford Escort Mk1

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MOTORSPORT NEWS

The sportscar maestro tackles the readers' questions P20

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Rising British star hails effort of team after another grand prix podium finish

NORRIS: HOMEWORK HAS PAID OFF FOR McLAREN

Briton has high hopes for Silverstone

By Matt James

Lando Norris has credited the work done by his McLaren team as the young Briton stunned with his pace at the Red Bull Ring last weekend with another podium finish.

He started on the front row in Austria and battled on genuine pace with the Mercedes duo of Valtteri Bottas and Lewis Hamilton. He eventually finished third, and that was despite a five-second penalty for early-race contact with Red Bull's Sergio Perez. The race was won by Max Verstappen's Red Bull.

Norris said: "We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the longevity of a race. I think just the conditions also helped and our approach to the strategy was a little bit different this weekend compared to the last one after doing our homework and learning from a few things to try to improve on."

Norris's next race will be in front of a packed house at Silverstone on July 18.

P1report, page four

Norris was right in the mix with Merc in Austria

REPORT

DOUBLE TOP DOES TRICK FOR KELLY

Fiesta man wraps up MK Circuit Rally title P28

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HISTORICS

DOWN THE PUB

DANNY STANZL

Historic FF racer
Age: 28 **Lives:** Woking

Stanzl: Two wheels to four

He followed his dad Kevin into racing
"Dad started racing in 1993, the year I was born. He had a Lotus Elan before that and a Europa. He was always a Lotus man. He started in Historic Formula Ford when the Historic Sports Car Club first started the category."

They race together
"I enjoy it and it's a technical challenge and it's not just about going racing. It's about building the race car, doing the engines and the gearboxes. Apart from the tyres, we do everything else on the two Historic Formula Fords. It's spices everything up and its better than going down a golf course. We've also got a Lotus 23B sports-racer coming together and I've got a TVR that I'm doing."

He goes racing on a tight budget
"I was going to take this year off because I've just bought a house, so there's a big financial burden with that. I had no money and then I thought 'you know what, it doesn't matter'. Even though you're skint you're doing the thing that you love. So if you were skint and you weren't happy, then you'd stop. But you know, it's just a bit of a drug as well. You can't say no. The week before the race you're fired up, you've got to do it. I've done it for nine years now and I don't really know much else."

He was a BMX Pro
"I used to be a BMX Pro so I did a lot of BMX-ing and then I transitioned straight across. So I spent all my time riding a BMX and then I spent all my time building race cars and going racing."

Racing with dad has challenges
"We get on really well. There are times when we disagree but we're not the worst! We will always do a hobby like this and we've always done hobbies together. We do carp fishing together, we do go-karting together, so we always do things together."

They usually work well
"I learned a lot from him. But then he's learned a lot from me as well, because modern engineering is different from what he does. I do things on a computer and on a CNC machine. But then also I've learned fabrication through the art of doing, which is fantastic. So we build our cars and we're happy in the workshop as well."

Photos: Paul Lawrence

Entrants will face a fresh challenge in '21

TWEAKS TO R.A.C. RALLY ROUTE TO MAKE UP FOR LOST STAGES

Alterations to the final-day format because of military exercises

By Paul Lawrence

The route for the final day of the Roger Albert Clark Rally, due to take place on November 25-29, has changed following the loss of the gravel stages on the Epynt ranges due to military training.

The last day of the rally will now feature two 10-mile stages in Crychan, two seven-mile stages in Walters Arena and a new three-mile stage as the weary survivors battle to the finish.

While the rest of the 340-stage mile route remains unchanged, including Sunday's stages in mid-Wales, the route for Monday has been extensively reworked.

Now, the rally will restart on Monday morning (November 29) from Walters Arena and head straight into a seven-mile stage. The new three-mile stage, as yet unnamed, will come next before a 10-mile stage in Crychan. The cars will then return to Walters Arena for service and a second seven-mile stage before a second run through Crychan. The rally will then finish, as planned, in Carmarthen at around 1500hrs.

Rally manager Colin Heppenstall said: "Unfortunately, due to military activities we've had to move away from most of the Epynt stages. We'd like to thank the Ministry of Defence for their work and we look forward to going back to those stages in the future.

"It was then a challenge to secure other forests that did not have significant forestry work being done. However, I'm pleased with the solution we have found and Crychan, in particular, is in fantastic condition thanks to the great re-grading work done by Rally4Wales."

LLEWELLIN SIGNS UP FOR NEXT YEAR'S RALLY REVIVAL

Llewellin will be back in some famous Toyota colours in 2021

David Llewellin, the double British Rally champion, will be one of the star names at Rally Revival 2021, the special stage demonstration event running from Wrexham on October 15-16.

In celebration of his BRC success, Llewellyn will be reunited with a Securicor-liveried Toyota Celica GT4, the type of car that took him to the BRC crown in both 1989 and 1990.

Llewellyn will be partnered by the hugely experienced Paul Spooner. In previous demonstration runs Llewellyn has proved to be a flamboyant crowd pleaser. The major spectator venue for the event will be at Weston Park on Saturday.

Event director Bryn Pierce said: "We are made up that Dai and Paul can join us this year. Apart from being two of the most experienced people in rallying they know how to have fun! A massive thank you goes to SVP Motorsport for supplying the Celica."

Button back in harness for Stirling Moss Trophy

Former World champion Jenson Button will head a star-studded entry for the opening race of the Goodwood Revival weekends, the Stirling Moss Trophy on Friday evening.

The hour-long two-driver race for Pre '63 GT cars will start at 1820hrs and run into the dusk with a stellar grid that includes six Ferrari 250 GT SWBs and a gaggle of Aston Martin DB4s and Jaguar E-types as well as the freshly prepared AC Cobra 'Dragonsnake' of Mike Whitaker and Mike Jordan.

Button will partner his old friend Alex Buncombe in an E-type on a grid that includes aces like Martin Brundle, Rob Huff, Simon Hadfield, Jochen Mass, Phil Keen and Chris Ward.

BUSY TIMES FOR HSCC BATTLERS

Double-headers for HSCC's categories including Historic FF2000, Historic FF, Classic FF and Road Sports are on the schedule for the club's return to Mallory Park this weekend. The two-day, 18-race meeting includes the final two rounds of this year's Historic F3 Championship where Jeremy Timms (above) is the man to beat in his Chevron B15.

Race stars out to play in Goodwood Mini showpiece

Nine Le Mans winners, F1 drivers, six-time Olympic champion Chris Hoy and rockstar Brian Johnson will all race Minis at Goodwood in the remarkable line-up for the John Whitmore Trophy.

Le Mans winners including Emanuele Pirro, Andre Lotterer, Neel Jani will go head-to-head with F1 racers turned broadcasters Martin Brundle, Karun Chandhok and Tiff Needell and F1 stars Jochen Mass and Brendon Hartley in a grid full of pre '66 Mini Coopers.

The pair of races are dedicated to the memory of former Mini legend Whitmore, who won the 1961 British Saloon Car Championship in his Mini.

Minis will once again steal the show

IN BRIEF

Terry Harmer
MN was sad to learn that Mini ace Terry Harmer died recently. He started racing in the mid-1960s in a Special Saloon Mini and progressed to 1300cc versions, scoring as many as 80 wins in 200 races. He later raced a Mini 1275GT with Paul Soames and then continued to race a Metro-based GT car into the early 1990s before retiring.

R.A.C. gets boost
This November's Roger Albert Clark Rally has been granted Elite Sporting Event status, which should make it easier for competitors from mainland Europe to attend. More details about how Covid arrangements will be handled will be supplied to more than 20 visiting crews in the coming weeks.

Safari postponed
The East African Safari Classic Rally, planned for November 1-9, has been postponed until February 2022 due to the ongoing Covid situation in Africa. The 10th edition of the epic rally is now scheduled to run from February 10-18 when a full entry is expected for the 3000-mile marathon. A Mini Classic will be run for local crews on the original November dates.

Southport celebrates
A new 'Classic and Speed' event celebrating Southport's motor sporting heritage will take place in the 34-acre Victoria Park on Sunday October 10. The event will feature a grand parade through the town centre and along the promenade, the course of the first Southport Speed Trials in 1903. Over 120 entries have been received.

Killarney is go
The popular Killarney Historic Rally has been confirmed for Saturday November 27, two years on from the last edition of the rally. Rally HQ will again be in the Gleneagle Hotel in Killarney and a full entry is expected. The 2019 event had a full entry plus 35 reserves for the one-day, closed-road special stage rally.

More for VSCC
The Vintage Sports-Car Club has widened its remit to take in pre-1955 production sportscars to its programme of racing and speed events from 2022 onwards. After a consultation with members, drum-braked cars in near-standard condition will be able to compete. The Club, which centres on Pre-War cars, has traditionally catered for selected single-seaters from up to 1961.

Ferrari races again
A rare Ferrari 340 Formula 1 car will be on the grid for the Festival of Britain Trophy race at Goodwood on Saturday. In period, the four-litre car never ran in a World Championship race but did contest the 1950 Nations Cup at Geneva. The car due at Goodwood is entered by Dutch collector Olav Glasius to be raced by Alexander van der Lof.

Advertising enquiries: 01732 446757

BRITISH GT REPORT: OULTON PARK

IN BRIEF

Howard's way

Title-contender Andrew Howard's Oulton Park weekend become a lot more difficult with a heavy off in qualifying at Island, yet it heralded a remarkable overnight Beechdean team effort to get a new Aston Martin Vantage chassis ready to race. Howard told MN: "It's the same old story of the unsung heroes in any sport. I don't think the chassis turned up until 2230hrs, they were working until 0300hrs-0400hrs, and they were back in crack of sparrows. They've done a super-human job."

Barwell's juggle

Barwell Motorsport likewise was able to show its turnaround skills at Oulton. The Sandy Mitchell/Adam Balon car required a Saturday afternoon engine change, which meant it missed almost all of FP2, while the Leo Machitski/Dennis Lind missed all of second practice after Machitski crashed at Island in opening practice. "We got four laps in FP1 and then straight into quali," Machitski told MN, "the car was finished five minutes before quali went green."

Porsche pole

The Team Parker Racing Porsche bounced back from two difficult meetings with Scott Malvern taking pole in Oulton's 'Pro' session for race two, Porsche's first British GT pole since 2013. Malvern told MN: "BoP's a little better for us than it was. [The pace is] a lot more representative of where we are now. Since Donington I've been pretty happy with [the car]. It's very different to a conventional [GT3]; I've [now] got my head round it."

RJN's rub

Michael Benyahia admitted he "got a little greedy on the overtake" when he sought to take the GT4 lead from his fellow RJN McLaren of James Kell late in race two. "The McLaren was mega in the rain," he told MN. "I had [after the clash] a bit of damage on the front-left, I was driving [with the steering wheel at] 90-degree angle. It was a good fight; James was rapid. I just saw an opportunity, unfortunately it didn't work."

Steller not stellar

Steller Motorsport felt a race-two GT4 victory was lost for its Audi, as when running in second it dropped several places in the pitstop round under the safety car by staying out an extra lap. "What was almost a certain win ended up not being," director Max Daymond told MN. "It was going to be marginal on when they came round as to whether the pit window was open or not, and we just called it wrong."

Steller: ruing lost victory

Tse: right first time at Oulton

Century, Burton and Burns got job done early

TSE STUNS AND CENTURY SEALS AT OULTON PARK

The GT3 championship fight stays alive in a jumbled Cheshire meeting, while Century Motorsport seals both GT4 crowns in style. By Graham Keilloh

In Oulton Park's opening race, for the third time this season outright British GT victory was claimed by a one-off entrant. Yet whereas with the two previous – 2 Seas' win at Silverstone and Oman Racing's Snetterton victory – the potency could be foreseen, Kevin Tse and Tom Onslow-Cole's triumph in a RAM Racing Mercedes was much more of a surprise result.

For Tse it was his first time at Oulton and his first time in British GT. But he was only just pipped to pole in the 'Am' driver qualifying to set race one's grid – something his RAM boss Dan Shufflebottom said "he shocked himself with". Then Tse with Onslow-Cole won the race.

Poleman Kelvin Fletcher looked comfortable in race one's lead initially, but Tse before long hauled him in and just after quarter distance passed in dramatic circumstances. He got alongside Fletcher on the start-finish straight but when the pair got to Old Hall they found Dave Whitmore's Mercedes spinning after a nudge from John Ferguson's Toyota. Tse was ahead in a blink then quickly built a margin.

He handed over to Onslow-Cole who immediately had the returning re-shelled Team Abba Mercedes of Sam Neary on his tail. But the Merc outfit had not changed tyres in the stops, and Onslow-Cole could edge clear. "As soon as I left the pits we realised we can't keep up," Neary told Motorsport News.

Indeed Neary's eyes were on his mirrors as the ever-potent Dennis Lind in his Barwell Lamborghini closed on him. Neary though was able to hold him off.

The victorious Tse told MN: "We had a test day here and I found the track to be very challenging, but the guys at RAM prepped a very good car, the set-up was perfect, and Tom has been a great coach."

Onslow-Cole added: "If all weekends went this smoothly it'd be an easy job. Every session we've just improved. It's a year since I raced so I had a bit of rust to get off."

The heavens opened in time for the second race and, just like at Snetterton, if race one was taken by an interloper race two went to a British GT establishment member. This time the victor was Michael Igoe and Phil Keen's WPI Lamborghini.

Initially the lead fight involved Porsche poleman Scott Malvern holding off the Barwell duo of Lind and Sandy Mitchell. But the order was shaken when the safety car was deployed, as Onslow-Cole got stuck in the Cascades gravel, during the mid-race pitstop window. The pack entered the tight pitlane as one: Malvern and Lind both had success penalties to take plus Adam Balon, who'd taken over from Mitchell, got boxed in.

The result of the jumble was that Ian Loggie's RAM Mercedes now led from Igoe. Though even that was not as it seemed as Loggie had left his pitbox a little early so had to slow before the end of the pitlane, something against the rules lest it's done to block a rival, so he got a drivethrough penalty.

"He didn't hold anyone up," RAM's Shufflebottom said. "[It's] because we're so close to pit exit. If you've got the length of the pitlane to scrub off some time [it's easier], but we didn't have that luxury."

Igoe deployed his wet-weather skills to beat Balon home by 11s, while Loggie fought back in fine style to finish third ahead of Leo Machitski who'd taken over from Lind, and Nick Jones who'd taken over from Malvern.

It was a fruitful meeting for Machitski/Lind as they extended their championship points lead to 13.5, with their rival Loggie/Yelmer Buurman RAM Mercedes, as well as their race two woe, getting impeded by traffic and a success penalty in race one. Andrew Howard's Beechdean Aston Martin also had problems, having to change cars overnight after a qualifying off *(see sidebar)*. Additionally the Barwell pair at Oulton sealed the teams' crown. Nevertheless five outfits remain in drivers' title contention for next month's Donington Park finale.

In GT4 both drivers' and teams' titles got done and dusted in Cheshire, with the dominant Century Motorsport BMW pair Gus Burton and Will Burns doing more than enough to ensure their crown.

They were left them on the brink of title honours after second place in the opening Oulton race, which they got after leading early then having to cede first place to the ever-rapid Matt Topham/Darren Turner Newbridge Aston Martin, which leapfrogged them via having a shorter pitstop as a Pro-Am entrant.

But come the sodden race two there was no cruise and collect to ensure the championship for Burton and Burns, as they took the race win in considerable style. It also was the first time since 2015 that an overall British GT drivers' title has been concluded a round early.

Just like the GT3 contest, the GT4 race-two order was jumbled by all being closed up by the safety car as they pitted, something early frontrunners Turner as well as Sennan Fielding's Steller Audi compounded by staying out an extra lap and dropping several places.

The conditions plus the bunched pack in stint two meant the Am drivers had little chance of holding off the Silver runners, and this left RJN McLaren pair of James Kell and Michael Benyahia disputing the lead, but with Burns closing in. Late on the McLarens touched at Knickerbrook and this let Burns past the now-hobbled Benyahia. Burns then delivered a final coup de grace for race and championship victory by sweeping past Kell on the inside of Old Hall.

As if to underline that things were going for them, their closest title rival, the sister Andrew Gordon-Colebrooke/Chris Salkeld BMW, had a frustrating meeting with contact and a penalty in both races.

"It wasn't meant to be in style, we just wanted to settle for whatever position we had," Burns told MN. "I just knew that I could capitalise on a couple of people. And I saw the two McLarens fighting up front, I thought there could be a win on the cards here. So I wanted to do that one for Gus and for Century. We wanted to be on that top step celebrating: you can't beat that really."

"We wanted to be on the top step celebrating"

Will Burns

The pack pitting jumbled order

Photos: Jakob Ebrey

GB3 REPORT BY GRAHAM KEILLOH

O'SULLIVAN LEAVES HIS RIVALS NEEDING SNOOKERS

Zak O'Sullivan effectively wrapped up the 2021 GB3 championship in a dramatic Oulton Park weekend. The Carlin driver's lead in the table is now 112 – short of the theoretical possible highest score of 116 points in the Donington Park finale. But getting that – given points are awarded in GB3 for making places in the reversed-grid race – requires a maximum-entry 27-car grid, far above the turnouts this season. In reality, a 109-point lead is enough.

"I don't see 27 cars entering at Donington," O'Sullivan told Motorsport News. "A bit of mixed emotions, I'm not sure if I'm champion or not but we'll go to Donington and aim for a good weekend.

"There aren't actually 27 British F3 cars that exist. So I think I'll be sitting at home on the sofa and the entry list will come out for the last round then we can finally confirm it. To claim it a round early – sort of – is awesome."

O'Sullivan's main on-track foe at Oulton could not have been further removed from the championship equation, though it was a familiar face to him in Luke Browning making a one-off GB3 appearance with Fortec. The same Browning who pipped O'Sullivan to last year's British Formula 4 title.

O'Sullivan beat impressive debutant Browning to pole, then led from him all the way through the opening race with Chris Dittmann Racing's Ayrton Simmons also close at hand throughout in third; narrow-and-twisty Oulton not offering many overtaking opportunities to slick-and-wings cars.

Browning though lost his second place thanks to excessive underbody plank wear, something attributed to running wide at Old Hall which loosened the plank's bolts.

The second race looked like a repeat except with Browning and O'Sullivan swapping roles. Browning this time seized the lead off the start by sweeping around the outside of O'Sullivan at Old Hall then firmly claiming the inside line at Cascades. He looked intent on keeping the place.

But late on it all kicked off. Browning first bent a wishbone on a kerb and this let O'Sullivan challenge, then a twitch by Browning at Brittens chicane let O'Sullivan get a run on him into the Hislops chicane, but there O'Sullivan went straight over the kerbs then nosed the barriers and was out.

"Because I've got such a big lead, and a round to spare, I just want to win races," O'Sullivan explained. "So I went for the win, [we] made contact, [I was] in the wall."

Browning continued in first but now had his team-mate Roberto Faria fully on his case. Faria at the start of the scheduled penultimate lap attacked on the outside at Old Hall but the Fortec pair both spun off on the exit, possibly after small contact by Faria on Browning's rear, with Faria going into the barriers on the inside.

O'Sullivan almost certainly has GB3 title

RACE WINNERS

- **Race 1:** Zak O'Sullivan (Carlin)
- **Race 2:** Luke Browning (Fortec Motorsport)
- **Race 3:** Roman Bilinski (Arden Motorsport)

With various cars now stranded by the track, the red flag was shown and a result declared. Initially the win went to Hitech's Bart Horsten, the Australian even getting the podium top step honours. But later the victory was declared as Browning's, as he led on countback and, crucially, was back running when the red flag flew.

The reversed-grid race was run in sodden conditions and was dominated by Arden's Roman Bilinski, who sailed from fourth on the grid into the lead by Cascades first time through. He was eight seconds clear by the end.

O'Sullivan meanwhile cemented his title with a fine run to sixth place, ahead of mathematical championship rivals Simmons who was seventh and O'Sullivan's team-mate Christian Mansell who was 11th after an off-track excursion at Lodge at the end of lap one.

SUPPORT RACES

Stephen Nuttall claimed honours in Saturday's opening Caterham Seven UK championship race, his victory coming after an early fight with Henry Heaton who briefly led in the early going. Heaton fell behind James Murphy at the end of the 30-minute race, while sadly Sunday's event descended into farce. Nuttall led away with Murphy offering chase and eventually he wriggled by into the lead.

Then Nuttall tangled with Heaton on Lakeside straight, the damage dropping Nuttall to last. Worse was to come when Alex Jordan went off approaching Shell, before the safety car was deployed. As it circulated, the rain started to fall on the slick-shod runners and the chequered flag was shown, but ludicrously the teams were then allowed to change to wets in the pitlane…before being ushered back to the paddock.

With seven laps completed, three behind the safety car, Murphy was declared the winner from Greg Monks and Jake Swann-Dixon.

Darwin Smith inherited the opening Heritage FF1600 win after Neil Patten's fellow Van Diemen RF89 was given a 10-second penalty for a false start, but Patten bounced back in race two to score the win by just three-tenths. Trevor Morgan (Reynard 88FF) bagged third in the opener, and Jonathan Barnes (Van Diemen RF90) emulated him in race two.

Alex Walker (Spectrum 011) was the man to beat in the National Formula Ford championship triple-header, his opening win coming from Maxwell Esterson (Ray GR18) who had to work hard to fend off Thomas Mills (Spectrum KMR). Walker dominated the second race as once again Esterson and Mills argued over second, while Lucas Romanek (Van Diemen JL13) bagged fourth from a smoky Van Diemen LA10 of Chris Middlehurst. The final race was held at the end of Sunday in the heaviest of the rain and was interrupted by a safety car period after Doug Crosbie dropped his Van Diemen RF89. On the semi-reversed grid, Jack Wolfenden (Firman RFR17) led away but lost out to Middlehurst three laps from home.

After Wolfenden hit problems on the penultimate lap, Rory Smith (Median JL18) assumed second while Walker completed his impressive weekend with a third.

David Addison

RACE WINNERS

Caterham Seven UK Championship
Race 1: Stephen Nuttall
Race 2: James Murphy

Heritage Formula Ford Championship
Race 1: Darwin Smith (Van Diemen RF89)
Race 2: Neil Patten (Van Diemen RF89)

National Formula Ford Championship
Races 1 & 2: Alex Walker (Spectrum 011)
Race 3: Chris Middlehurst (Van Diemen LA10)

Alex Walker was the man to beat in National Formula Ford

RESULTS

British GT Championship 2021

Race 1: Oulton Park, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Kevin Tse/Tom Onslow-Cole	RAM Racing/Mercedes-AMG	Pro-Am	1h01m12.490s
2	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG	Silver-Am	+5.077s
3	Leo Machitski/Dennis Lind	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+5.769s
4	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	+10.930s
5	Michael Igoe/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	+11.509s
6	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+11.847s
7	Ian Loggie/Yelmer Buurman	RAM Racing/Mercedes-AMG	Pro-Am	+18.958s
8	Stewart Proctor/Lewis Proctor	Balfe Motorsport/McLaren 720S	Silver-Am	+30.012s
9	Andrew Howard/Jonny Adam	Beechdean AMR/Aston Martin Vantage	Pro-Am	+31.715s
10	Kelvin Fletcher/Martin Plowman	Paddock Motorsport/Bentley Continental	Pro-Am	+40.491s*

*30s post-race penalty for track limits 11 Morgan Tillbrook/Marcus Clutton (Enduro Motorsport/McLaren 720S) +1m14.824s. **Pole position:** Fletcher 1m35.768s. **Fastest lap:** Lind 1m34.888s (102.13mph). **Winner's average speed:** 97.63mph.

Race 2: Oulton Park, GT3

POS	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Igoe/Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	1h00m04.397s
2	Balon/Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+11.112s
3	Loggie/Buurman	RAM Racing/Mercedes-AMG	Pro-Am	+20.840s
4	Machitski/Lind	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+25.104s
5	Jones/Malvern	Team Parker Racing/Porsche 911	Pro-Am	+27.969s
6	Tillbrook/Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	+29.221s
7	Neary/Neary	Team ABBA Racing/Mercedes-AMG	Silver-Am	+34.440s
8	Proctor/Proctor	Balfe Motorsport/McLaren 720S	Silver-Am	+38.538s
9	Howard/Adam	Beechdean AMR/Aston Martin Vantage	Pro-Am	+40.796s
10	Tse/Onslow-Cole	RAM Racing/Mercedes-AMG	Pro-Am	+3 Laps

11 Fletcher/Plowman (Paddock Motorsport/Bentley Continental) +4 Laps. **Pole position:** Malvern 1m33.924s. **Fastest lap:** Clutton 1m45.040s (92.26mph). **Winner's average speed:** 80.66mph.

Race 1: Oulton Park, GT4

POS	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	1h01m30.222s
2	Will Burns/Gus Burton	Century Motorsport/BMW M4	Silver Cup	+14.942s
3	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+15.916s
4	James Kell/Jordan Collard	Team Rocket/RJN McLaren 570S	Silver Cup	+21.630s
5	Mark Sansom/Charlie Robertson	Assetto Motorsport/Ginetta G56	Pro-Am	+39.061s
6	Michael Benyahia/Alain Valente	Team Rocket RJN/McLaren 570S	Silver Cup	+47.007s
7	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 570S	Pro-Am	+1m16.206s
8	John Ferguson/Jamie Caroline	Toyota Gazoo Racing/Toyota GR Supra UK	Pro-Am	+1 Lap
9	Harry Hayek/Katie Milner	Team Rocket RJN/McLaren 570S	Silver Cup	+1 Lap
R	Chris Salkeld/Andrew Gordon-Colebrooke	Century Motorsport/BMW M4	Silver Cup	20 laps

R Ashley Marshall/Jack Brown (Balfe Motorsport/McLaren 570S) 19 Laps; R Will Moore/Matt Cowley (Academy Motorsport/Ford Mustang) 17 Laps; Dave Whitmore/Jake Giddings (Car Gods with Ciceley Motorsport/Mercedes-AMG) 9 Laps. **Pole position:** Topham 1m43.846s. **Fastest lap:** Robertson 1m44.546s (92.69mph). **Winner's average speed:** 89.29mph.

Race 2: Oulton Park, GT4

POS	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Burns/Burton	Century Motorsport/BMW M4	Silver Cup	1h01m38.230s
2	Kell/Collard	Team Rocket RJN/McLaren 570S	Silver Cup	+4.281s
3	Moore/Cowley	Academy Motorsport/Ford Mustang	Silver Cup	+1 Lap
4	Marshall/Brown	Balfe Motorsport/McLaren 570S	Silver Cup	+1 Lap
5	Benyahia/Valente	Team Rocket RJN/McLaren 570S	Silver Cup	+1 Lap
6	Hayek/Milner	Team Rocket RJN/McLaren 570S	Silver Cup	+1 Lap
7	Williams/Fielding	Steller Motorsport/Audi R8	Silver Cup	+1 Lap
8	Sansom/Robertson	Assetto Motorsport/Ginetta G56	Pro-Am	+1 Lap
9	Salkeld/Gordon-Colebrooke	Century Motorsport/BMW M4	Silver Cup	+1 Lap
10	Ferguson/Caroline	Toyota Gazoo Racing UK/Toyota GR Supra	Pro-Am	+1 Lap

11 Topham/Turner (Newbridge Motorsport/Aston Martin Vantage) +1 Lap; 12 Halstead/Stanley (Fox Motorsport/McLaren 570S) +1 Lap. **Pole position:** Turner 1m42.982s. **Fastest lap:** Fielding 1m52.622s (86.05mph). **Winner's average speed:** 75.99mph.

DRIVER STANDINGS

WPI Lambo splashed to win

BRITISH GT: GT3

POS	DRIVER	POINTS
1	Leo Machitski/Dennis Lind	147
2	Ian Loggie/Yelmer Buurman	133.5
2	Michael Igoe/Phil Keen	130.5
4	Adam Balon/Sandy Mitchell	125.5
5	Andrew Howard	116.5
6	Jonny Adam	98.5
7	Richard Neary/Sam Neary	83.5
8	Stewart Proctor/Lewis Proctor	77.5
9	Kelvin Fletcher/Martin Plowman	53.5
10	Nick Jones/Scott Malvern	49

11 Morgan Tillbrook/Marcus Clutton 29; 12 Ross Gunn 18; 13 Sam De Haan/James Cottingham 15; 14 Shamus Jennings/Greg Caton 14; 15 Lucky Khera/Ross Wylie 1.5

BRITISH GT: GT4

POS	DRIVER	POINTS
1	Will Burns/Gus Burton	186.5
2	James Kell/Jordan Collard	107.5
3	Chris Salkeld/Andrew Gordon-Colebrooke	101
4	Matt Topham/Darren Turner	91.5
5	Will Moore/Matt Cowley	75
6	Richard Williams/Sennan Fielding	75
7	Jack Brown/Ashley Marshall	70.5
8	Mark Sansom/Charlie Robertson	57
9	John Ferguson	48.5
10	Nick Halstead/Jamie Stanley	48.5

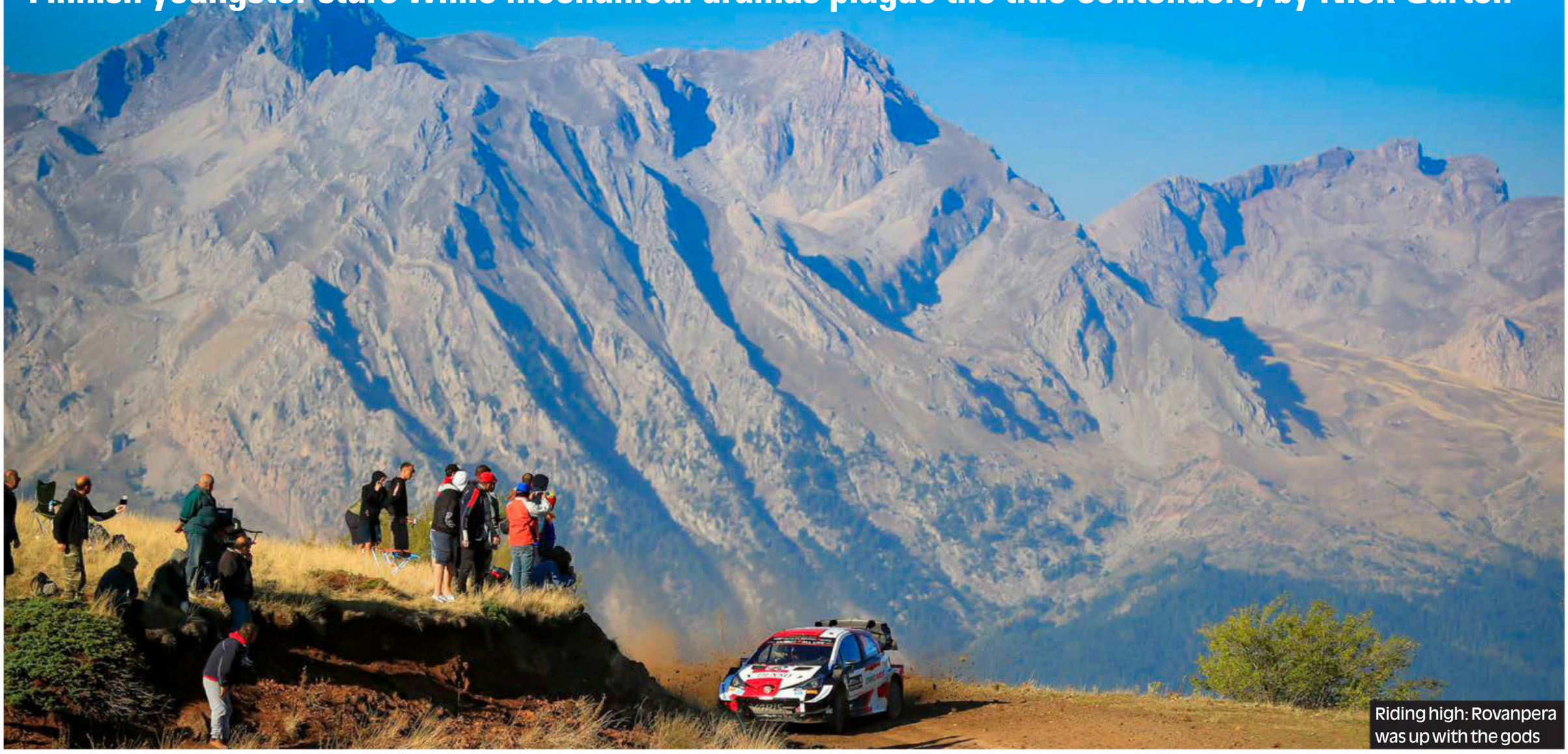
11 Harry Hayek/Katie Milner 45; 12 Scott McKenna 43.5; 13 Alain Valente/Michael Benyahia 40; 14 David Whitmore/Jake Giddings 24.5; 15 Jamie Caroline 5

Turner and Topham on top

Advertising enquiries: 01732 446757

ROVANPERA STRIDES TO VICTORY ON RETURN OF ACROPOLIS RALLY

Finnish youngster stars while mechanical dramas plague the title contenders, by Nick Garton



Riding high: Rovanpera was up with the gods

Ogier's title rivals floundered

RESULTS

World Rally Championship round 9/12

Event: Acropolis Rally **Where:** Greece **When:** September 9-12

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanpera/Jonne Halttunen	Toyota Yaris WRC	3h28m24.6s
2	Ott Tanak/Martin Jarveoja	Hyundai i20 Coupe WRC	+42.1s
3	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	+1m11.3s
4	Dani Sordo/Candido Carrera	Hyundai i20 Coupe WRC	+3m01.0s
5	Gus Greensmith/Chris Patterson	Ford Fiesta WRC	+5m45.0s
6	Elfyn Evans/Scott Marshall	Toyota Yaris WRC	+6m42.7s
7	Adrien Fourmaux/Renaud Jamoul	Ford Fiesta WRC	+6m54.4s
8	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 Coupe WRC	+8m41.1s
9	Andreas Mikkelsen/Elliott Edmondson	Skoda Fabia Rally 2 evo	+9m02.5s
10	Marco Bulacia Wilkinson/Marcelo Der Ohannesian	Skoda Fabia Rally 2 evo	+9m19.2s

WRC2: Mikkelsen/Edmondson; **WRC3:** Kajetanowicz/Szczepaniak. **Championship:** 1 Ogier 180; 2 Evans 136; 3 Neuville 130; 4 Rovanpera 120; 5 Tanak 106; 6 Katsuta 66, etc. **Next rally:** Rally Finland, October 1-3

Neuville calculates how much he needs to put in the team swear jar

The Acropolis Rally was always going to make or break the title battle in the World Rally Championship for 2021. That it did so with a whimper rather than a bang was something of a Greek tragedy, producing a wearisome plod that was only enlivened by a scintillating drive to victory from Toyota's great white hope for the future: Kalle Rovanpera.

Eight years had passed since the Acropolis last featured on the WRC calendar and its restoration was very much a piece of political opportunism. Government figures were at pains to be present and smiling beatifically while wittering on about the 'rally of the gods' while the event opened with a spectator stage in downtown Athens for the first time in its 70-year history.

Given that they were set up for rock-strewn gravel stages, the cars wallowed and scuffled their way round the streets in an awkward fashion with the fastest time being set by championship leader Sebastien Ogier's Toyota.

In what is (probably) his last full season at the tiller, and with the weight of the world thus lifted from his shoulders, Ogier is driving for the fun of it and we are all gaining from his good cheer as a result.

As championship leader, he was once again the first car on the road on Friday, sweeping the stages for the rest of the field. Rather than get down-in-the-mouth about it, as he would in the past, the Frenchman simply drove beautifully, winning one stage and only once finishing outside the top four fastest cars throughout the day.

Such brilliance left Ogier in third place just 3.9 seconds off the lead at the overnight halt. What's more, neither of the cars in front of him belonged to the only two men who stood an earthly chance of catching him in this year's title race: Hyundai's Thierry Neuville and Ogier's Toyota team-mate Elfyn Evans. For them, Friday had been an abject disaster.

By starting the rally in Athens, but basing it in Lamia, the first day revolved around a 170-mile journey between the two while diverting every so often to take in a timed special stage. This was manna from heaven for those who long for old-school rallying, but equally a nervous undertaking for modern teams without a proper service interval throughout the day.

Any mechanical issue would be amplified by running to such a schedule and the two biggest names to fall foul of the event format were, sadly for the championship battle, Evans and Neuville.

The Welshman was third fastest on Friday's opening gravel stage and seemed happy enough, but then his Yaris WRC arrived at the start of the next stage with a malfunctioning gearbox that was only able to give him sixth gear. A vertiginous plunge down the order was slowed stage-by-stage as Evans, no mean mechanic himself, was at least able to get the car stuck in either third gear or fourth gear, which was a considerable improvement.

Nevertheless, by the time he finally got back to the service park, Evans was languishing in 16th place overall, 4m46.7s off the lead, with his clutch shrieking for mercy after a brutal day.

Despite his woes, Evans was as stoic as ever in the face of adversity. "We tried everything we can, but unfortunately it's like it is today," he said simply.

The only WRC car behind Evans at that point was none other than Neuville, whose day started badly when he found that his Hyundai's handling was upset by lugging two spare wheels around the picturesque Greek hillsides. Not only that, but also the i20's perennial low speed stalling issue had returned… and then things really went wrong.

A pipe broke on the Hyundai's power steering on its way to the third stage of the day, Neuville arriving 24 minutes late at check-in and earning a four-minute penalty. He then had to drive the stage – fully 11 miles up hill and down dale – with no power steering, at an extra cost of more than 1m50s.

The pain in Neuville's face and in the claw-like hands that he had to wrench off the wheel were in part caused by his exertions, but equally by seeing his last realistic prospects of challenging Ogier for the title go up in smoke. "We had a f***ing shit day," he opined.

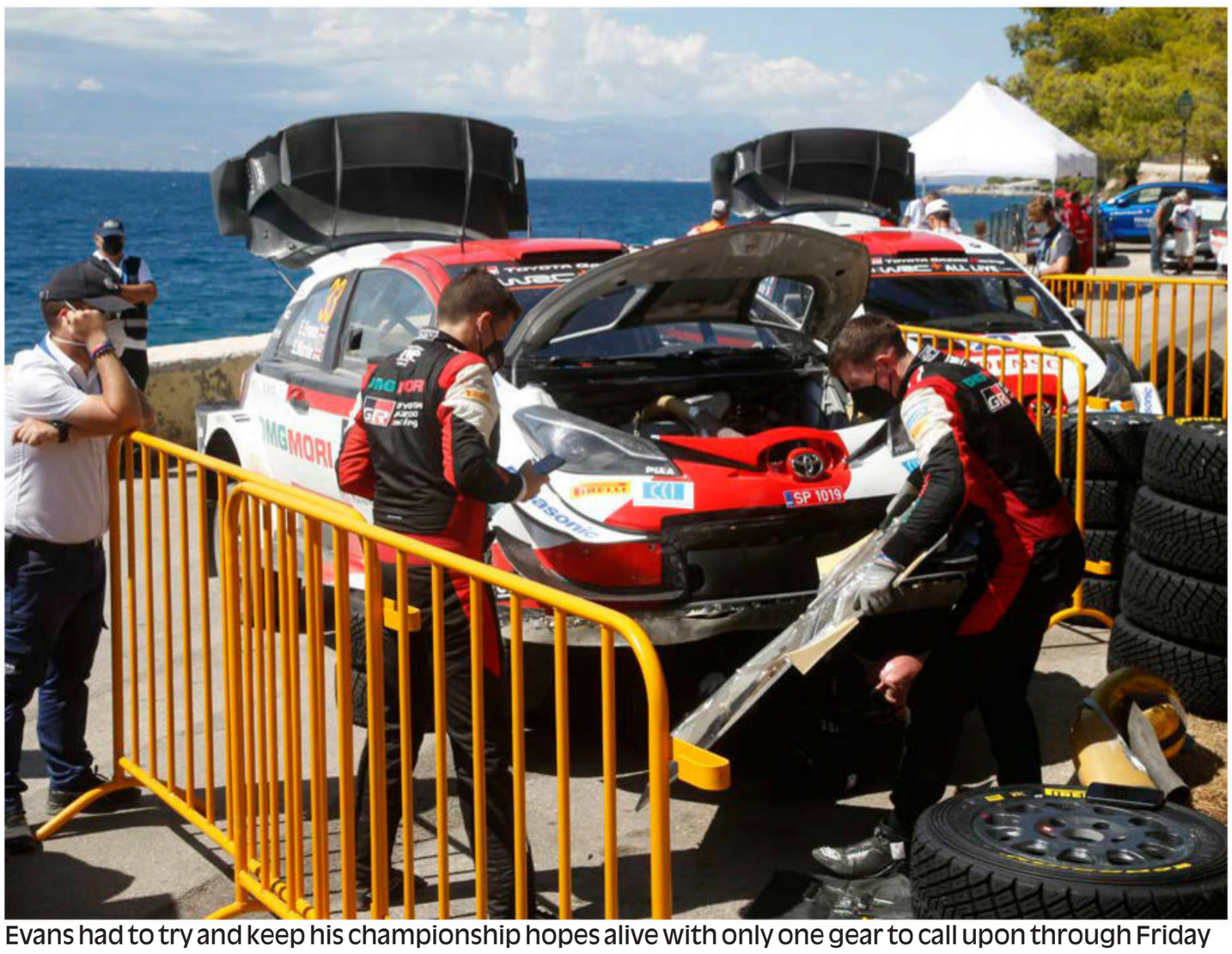
"I mean, nothing was working. Lots of problems and issues. OK, I'm really proud of the job I have done to fix the car and get it going again. It wasn't easy at all, but we made it and I am here, but…"

While the Belgian was left to rue what might have been, the top three cars ended the first day covered by just 3.9s; these being Ogier in third, Ott Tanak's Hyundai in second and Rovanpera at the front of the field by a nose.

On Saturday, the 20-year-old made the event his own, stretching that advantage by multiple seconds per stage until Ogier and Tanak claimed a stage win each at the

Photos: mcklein-imagedatabase.com, Red Bull Content Pool

For the first time in WRC history, a stage was run on the streets of Athens with Ogier coming out on top



Evans had to try and keep his championship hopes alive with only one gear to call upon through Friday

end of the day. Then came Sunday, when Rovanpera snuffed out any potential threat by winning the fabled Tarzan stage by a monstrous 14.1s and then sealed his victory when a shortened version was run as the Powerstage by claiming maximum points.

"To be honest I was not maybe the most comfortable coming here but it just shows that now everything is going well for us and we can really, really push hard," said the delighted victor after his second career win in the top flight.

"Perfect car and also rough rally and it was running without issues all the time, so big thank you to the team," he added. "I hope at least same speed in Finland but let's see!"

With a 44-point lead and just three events remaining, Ogier left Greece firmly in control of the drivers' standings with the prospect of his eighth title now tantalisingly near. Toyota meanwhile holds a 57-point advantage over Hyundai in the manufacturers' championship.

ROSSEL EXCLUDED FROM WRC3 WIN

Such has been his dominance in WRC3 that Yohan Rossel set himself a new challenge prior to the Acropolis Rally: being the first non-WRC car home on each of the remaining events this season.

Rossel didn't quite manage that in Greece, his factory-backed Citroen C3 finishing 90 seconds behind the Toksport Skodas from WRC2, but the French ace charged to a 43.1s class lead before the Powerstage and survived an 'off' to take victory.

"I broke the big driveshaft and I broke my steering wheel just two kilometres before the end," he explained. "It's just crazy, honestly. After 300km flat-out, I didn't expect that. But we won and that's the most important thing."

Soon, however, the Frenchman's joy turned to ashes when he was disqualified for an overweight front subframe assembly.

Rossel's jubilation turned sour

This was a repeat of a similar offence in Sardinia for which Citroen was fined 30,000 Euros, although Rossel was then allowed to keep his win. This time an additional 30,000 Euro fine was levied when the car was also found to have unhomologated rear brake fans.

BRIT HERO INGRAM HAPPY WITH WRC3 PODIUM RESULT

Britain's Chris Ingram made his first start in WRC3 since moving back to the Toksport operation and stunned the service park by taking the class lead and staying there until the mid-point of the rally.

In the end he would have to settle for third place on the road, promoted to second after winner Yohan Rossel's exclusion (see below). Yet the young Mancunian charger came away from his Acropolis Rally debut with nothing but positive feelings. Far from being downcast by Yohan Rossell's astonishing drive, Ingram told MN that he is left feeling delighted by his performance.

"It's probably in the top three rallies I've ever done in terms of the fans, the people… it's been incredible and I can't wait to come back here next year," he said.

"As the first rally back with Toksport we've got to be really happy with a podium and the promise we showed on the first day. I just need more time and more knowledge, more testing with the Tok engineers to be able to stay consistent and keep that speed up throughout the whole rally.

"I'm really pleased with how we've done, and I don't think I could have done much better. There were a few small things [with the car] but mainly it was just my confidence and me that I couldn't keep consistent throughout the whole rally. I could do it for one day, but I need to be able to do it every day. It'll come, but I'm happy with how the weekend went."

Ingram was delighted by his first taste of the Acropolis Rally

MIKKELSEN CLOSES ON WRC2 TITLE AS OSTBERG FALTERS

In many ways, the title battle among the WRC2 runners in Greece appeared to reach a similar impasse to that of the senior category. Coming into the event, the two Norwegian WRC veterans at the top of the points table, Citroen-mounted defending class champion Mads Ostberg and Skoda's Andreas Mikkelsen, appeared set for battle royal on the 'rally of the gods'. But it was not to be.

The pair set identical fastest times through the streets of Athens on Thursday evening but on Friday, Ostberg was immediately in trouble as his Citroen's front differential gave up on the first gravel stage of the event, costing almost five minutes. He struggled on but was forced to retire halfway through the day, joining erstwhile class leader Oliver Solberg's Hyundai 120 Rally2 on the trailer ride back to service after the young Swede had another 'off'.

Both cars would restart on Saturday, with Solberg winning a couple more stages before a second off did enough damage to rule him out of restarting on Sunday. Ostberg also elected to stop again after his gremlins returned, cutting his losses in order to get the Citroen ready for an all-out bid to take Powerstage points on Sunday afternoon.

All of this left the two Toksport Skodas of Mikkelsen and his young Anglo-Bolivian team-mate Marco Bulacia Wilkinson to dispute the lead as they pulled away from Russian regular Nikolay Gryazin on his first outing for M-Sport. Bulacia threatened an upset briefly but Mikkelsen calmly put his greater experience to good use to score maximum points.

"We drove very clever and haven't hit one stone all weekend, so I am very happy with my performance," said Mikkelsen, who now leads the series by 22 points with three rounds remaining.

Mikkelsen fended off team-mate Bulacia to claim a vital win

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FEATURE

IAN HARRISON

THE TEAM BOSS BEHIND THE BTCC'S BIGGEST SUCCESSES

The man who has worked with the greatest in motorsport speaks to Matt James

In Harrison: Serial BTCC title collector

When Triple Eight Race Engineering was formed in 1997, it took tin-top preparation to a whole new level. By the time it closed 20 years later, it had become the most successful team in the British Touring Car Championship's history.

Six drivers' titles, nine manufacturer titles and six teams' crowns are the proof, plus the Independents Trophy for teams and drivers in 2011. It is a lofty haul.

Ian Harrison had been co-opted from his role with Williams Grand Prix Engineering's Renault programme in the BTCC to be a partner in the new business, and the tin-top paddock became his home for two decades.

But Harrison's path to that starting point with Triple Eight Race Engineering, which he later took sole charge of, is one that has been littered with superstar drivers and some of the most successful racing cars on the planet.

From starting out as a racing hopeful, the move to the pitwall helped him work with Williams as its F1 team manager before he embarked on his BTCC journey, with a stint in America and Germany to boot.

These days, he enjoys his work with the Royal National Lifeboat Association which helps him to cement his love of all things nautical. It is therefore appropriate that Harrison was on a ferry when we managed to catch up with him last week.

Question: What led you into motorsport? Had it been something you were into since you were young?
John Charles
Via email
Ian Harrison: "Motorsport wasn't really a passion for me since I had been young. I started out in the music industry and one of my first jobs was being a part-time roadie for Roxy Music, for example.

"The first time I went motor racing was in 1973 to the Formula 1 Race of Champions at Brands Hatch. I went with a pal and we drove down there in my old Mini in the rain. I remember going past Oxford, and my mate suddenly put his feet up on the dashboard, I asked him why he was doing that, and he said it was because he wanted to keep his shoes dry. We stopped and I took the carpet out and you could see the road through the floor! It was amazing we managed to get there at all.

"We camped at Brands and I remember them coming around on the first lap, Ronnie Peterson, Emerson Fittipaldi and all the big names of the day. I remember thinking 'I fancy having a go at that'.

"That was my introduction to it: it was just a weekend away with a mate. That was that really: how naive can you get?

Photos: Motorsport Images

The Race of Champions in 1973 sparked passion

"I went and did the Jim Russell Racing Drivers School programmes at Silverstone and Snetterton. I was very good when I was out on track on my own – even if I say so myself. If I had have been doing time trials, I would have been great. But as a racing driver, I was just useless when there were other cars around me. I had been on the front row at Silverstone a couple of times in the Formula Ford races I did, and that is great, but when I got to turn in at Copse there was some bastard in the position I want to be in… I was clearly not a racer, I was rubbish.

"I did the school races in Formula Ford 1600 and I was also helping to prepare a Formula Ford Dulon chassis that this guy had in Reading. Part of the trade-off for working for him was that I could get to race it a couple of times myself. It ended up that I was quicker than the bloke who owned the car, so it shows you how bad he must have been! I was up against the likes of Syd Fox. I was rubbish."

MN: So how did you go from wanting to be a racing driver to prepping cars?

IH: "Well, I was mechanicing and I knew I liked motorsport. I liked the atmosphere and I liked the buzz. There were some good people in it.

"So I knew I wanted to be more involved. I blagged my way into a job – a full time paid job. I got a position in London, just off the Finchley Road, a company called Libra Motive. They were Morgan specialists but they also ran a Sports 2000. I talked my way in there, but it was a steep learning curve."

Question: What was the German connection? You worked at Maurer in Formula 2 and Zakspeed in Formula 1?
Russell Scobbie
Via email

IH: "In 1978, I worked in Formula Ford 2000 in the UK and was one of the staff at Davron up in Buckingham. I was running a car and it taught me a lot. One of the guys who was in the team was a Kiwi and he asked me what I was going to do over the winter. I hadn't really thought about it. He said I should go to New Zealand and work, so I did. It was only the second flight I had ever taken! I was out there for about three months working on a Formula Ford car. I was only on a day rate as a mechanic, but that was really good.

"When I came back, I went to work for March up in Bicester. I was helping their winter assembly for customers during the down time. I was working on a Formula 3 car but it had a Super Vee installation kit on it. People were wondering what it was all about. It turned out to be the first ever Volkswagen-powered Formula 3 car with a Spiess engine. I built this up and then this German turned up with his missus to take the car back to their homeland. This guy's missus – because the man couldn't speak any English – asked what I was doing that season. I had no plans, and she said 'why not come and help run the car?' I said 'why not!'

"I went over there about a week later when the car was ready to be transported. I went over to Stuttgart.

"We did European F3 with this guy Helmut Henzler as the driver. He had been the Super Vee champion and he was good. It was a tough year though because it was a bored out 1.6-litre VW engine, so that meant the tolerances on the unit were very tight. It was a tough programme and it was problematic. After two years, eventually

continued on page 22

"I saw the F1 cars and thought 'I want to do that…'"

Ian Harrison

Maurer driver Stefan Bellof tackles the demanding streets of Pau

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FEATURE

Zakspeed's F1 shot was another adventure for Brit Harrison

they got a diesel unit which was 1.8-litre and stronger, and it was better. It went on to be very very successful. We were there on the ground floor.

"I was back in the UK after that and I was in Abingdon in Roger Heavens' Racing for Holland workshop. I had popped to see him because I knew him. We got a phone call from an English bloke who was out working in Germany. He said they had a Formula 2 team out there and they needed some help. I was asked if I wanted to go. I jumped at it and I ended up at Maurer. I packed up my car and went to Germany again."

MN: Did you learn the German language on the hoof then?

IH: "Yes, I had to. When I went out there with Henzler, he couldn't speak any English. It was just me doing everything: I drove the truck, spannered the car, did all the preparation. I had this sheet printed up on A4 in a plastic cover with a pencil. Me and Henzler's missus went through about 20 phrases in German that were all translated into English – understeer, oversteer, things like that.

"When he would come into the pits, while I was checking the tyres, I would drop the sheet into the cockpit and he would tick all the things on the sheet he wanted to change. I would go around and make the changes and away he went again. It was hard work."

MN: So you joined Maurer in 1980?

IH: "I was working on Markus Hottinger's car and my first race was at Hockenheim in April. Sadly, Markus was killed in that race. That was a disaster. I worked for Maurer in 1980 and then came back to the UK and then got a job working with Alan Docking Racing in 1981 running the Toleman team with Stefan Johansson. That all wound down, and I went back to Maurer for 1982 when Stefan Bellof was there and stayed to 1983. After that, I went to do IMSA with a Porsche 962 for a year which was great, and then I came back and joined Zakspeed just as it was starting F1."

MN sets the scene: Harrison joined Williams in 1992 and was in charge during that fateful weekend at Imola in 1994. He remained with the team as it regrouped throughout the rest of that season.

Question: What did you make of Ayrton Senna when you worked with him at Williams?
Jonathan Astbury
Via email

IH: "We knew he was so good. You could see that he was driving the car over and above what the car's performance at the time was. But it was the way he went about his business. He was very quiet, very professional. Very methodical and also polite. He got his head down and worked with everyone. He was a pleasure."

Question: What type of team boss where you? Did you take any guidance for team bosses you had worked under?
Jason Inglis
Via email

IH: "Absolutely. The best three guys I ever worked for were Frank Williams, Alan Docking and Ron Tauranac. They were the best: the rest were not in the same league. I certainly took a bit from all three of them.

"I was lucky that when I left school, I had been on a Sainsbury's management training programme. I was about 19 and I had to get a whole bunch of women who were working for me in their department to accept that I was there in that role. They were all old enough to have been my mother! I had to get them onside. It taught me – well I think it did – how to get people onboard with what I wanted."

MN: Are you saying that dealing with racing drivers and mechanics is like dealing with a bunch of old women?

IH: "I am not saying that at all! But you have to get people onboard and onside."

Question: Who is the scariest racing driver you have ever been in a road car with?
Jack Crowther
Via email

IH: "I would have to think about that! They are all quite scary because they are all so relaxed about the driving thing, it is second nature to them. I think Stefan Bellof was one that brought the biggest grin to my face.

"I remember going down the Autobahn with him doing 200kph going testing. He had just signed for Porsche and he had a 928S. Jesus Christ. He was fiddling around with all the buttons and showing me what the car was doing as we were thrashing down the road at impossible speed. It was hilarious and thrilling at the same time. He was totally in control, of course."

MN sets the scene: Triple Eight employed Audi refugee Yvan Muller for the British Touring Car Championship in 1999 and the Frenchman was a mainstay through until the end of 2005, winning the championship in 2003. Once he left to join the World Touring Car Championship, he was replaced by Italian Fabrizio Giovanardi, who would go on to win back-to-back drivers' crowns in 2007-2008

Question: It seemed strange that for a British brand, Vauxhall always seemed to like to have an overseas driver in one of its cars – Yvan Muller and Fabrizio Giovanardi. Was that your choice, or theirs?
Steven Nye
Via email

IH: "It was nobody's choice. The drivers almost chose themselves because it was all about their on-track performance.

"We had Yvan Muller because he looked the business and proved to be the business, and we had Fabrizio for the same reason. When Fabrizio came over and did his first test for us we went to Pembrey in South Wales in the wet and he wrote off the car on his first day – and we still employed him. That proved to be a good choice eventually.

"On that first test, it had been biblical rain and he was struggling with the car, because it had been set up for Muller so it was quite loose at the rear. Fabrizio put it off at high speed and it was lucky we had a spare one with us!

"The boys prepped the other car overnight and they had found a picture of what I think was an MGB all smashed up and they'd blown up and cut out a picture of Fabrizio and stuck it on the windscreen of the smashed up car.

"Fabrizio came in the next day a bit sheepish, but the mood broke when he saw what the boys had done. There was lots of Italian arm-waving and noises. It was very amusing and he really couldn't speak much English. That set the tone for the next four years, really."

MN sets the scene: At the end of the Super Touring era in the BTCC in 2000, there were only three works teams left. Change had to come and, to keep a lid on costs, a new set of regulations were introduced with mandated certain parts and kept a lid on the spending. It set a new direction for the BTCC from 2001.

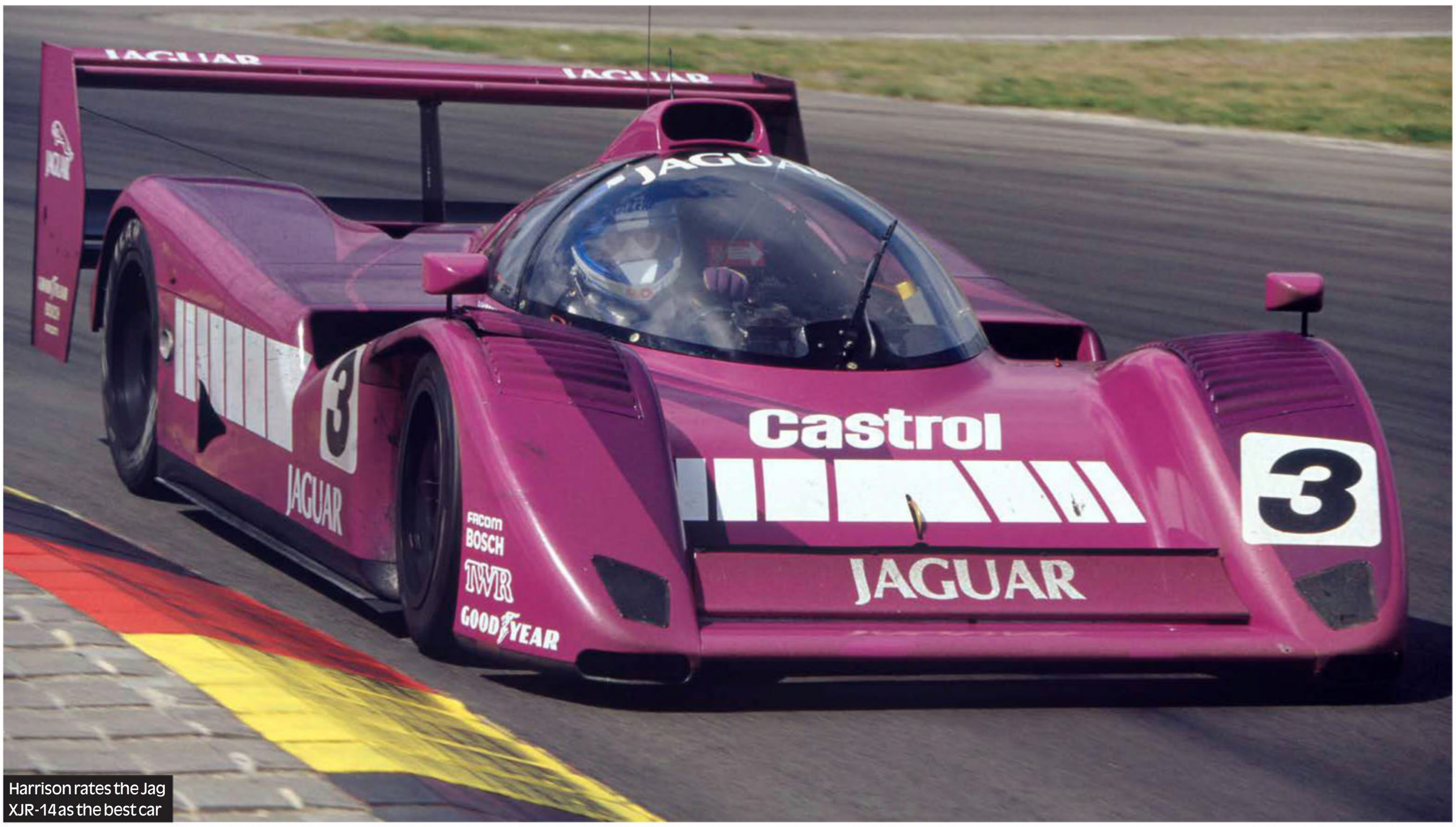
Question: Were you part of the process when the BTCC changed its regulations in 2001? Were the BTC regulations something you advocated?
Malcolm Munt
Via email

IH: "Triple Eight Race Engineering was very involved with that process with [BTCC technical boss] Peter Riches and we were trying to steer it in the direction

"Overseas drivers were the best around - at that time"

Ian Harrison

Double BTCC champion Aiain Menu was part of the Renault assault



Harrison rates the Jag XJR-14 as the best car

of what it needed to cost. We did that, and then Peter came up with the regulations."

MN: Was there any thought to go rear-wheel drive – although we guess that is not what Vauxhall wanted…?

IH: "That was exactly the problem. Rear-wheel drive was irrelevant to the manufacturers because no-one was really building rear-wheel-drive road cars apart from BMW and Mercedes Benz.

"For the mass manufacturers to be involved, it had to be front-drive. There was a clause in the regulations where we had to build the cars and we couldn't sell them for more than £120,000 each. We were building them for £85,000 and then selling them but that was OK, because it was a business model and it was a business model that worked at that time."

Question: What is the biggest telling off you have ever given a driver?
Emma Facey
Via email

IH: "There have been a few. I remember we went testing at Albacete in Spain in 2006 for five days. We used to go and run from Wednesday to Friday, have the weekend off and reprep the cars and then run on Monday and Tuesday.

"We were there with Gavin Smith, Fabrizio Giovanardi and Tom Chilton. By the time we got to Monday night the cars were still slow. The engineers were talking about going back to the set-up they'd had at the start of the running on the Thursday before. I sat them all down, the drivers and engineers, and read them the riot act. If we had have turned up for the opening round at Brands Hatch with the state we were in, we were going to get hosed.

"I told them all I was going back to the hotel and I would be back at 0800hrs the next morning and they all needed to sit there until they had come up with a solution to make the cars quicker. All we had been doing was pissing money up the wall and getting nowhere. We were at the point we had been four days ago, so I told them to pull their fingers out.

"Apparently, one of the drivers complained after I had left that they weren't used to being spoken to in that way. Gavin Smith turned around and said that they should have seen me at Oulton Park the year before [when both cars crashed within a minute of each other at the beginning of qualifying]…"

Question : Which driver did you work with that you were sure would make it but never did?
James Hilton
Via email

IH: "Most of the drivers I had worked with did make it and I don't really want to point the finger too much. There have been guys [I have run] who have underachieved – even some of those who have gone on to win the championship."

Question: You've worked with some great racing cars as well as drivers. What was your favourite car to work on?
Phil Swaffer
Via email

IH: "The Jaguar XJR-14 when I was at TWR in 1991. It was a beautiful car. It was just the best designed piece of kit, it was just perfect.

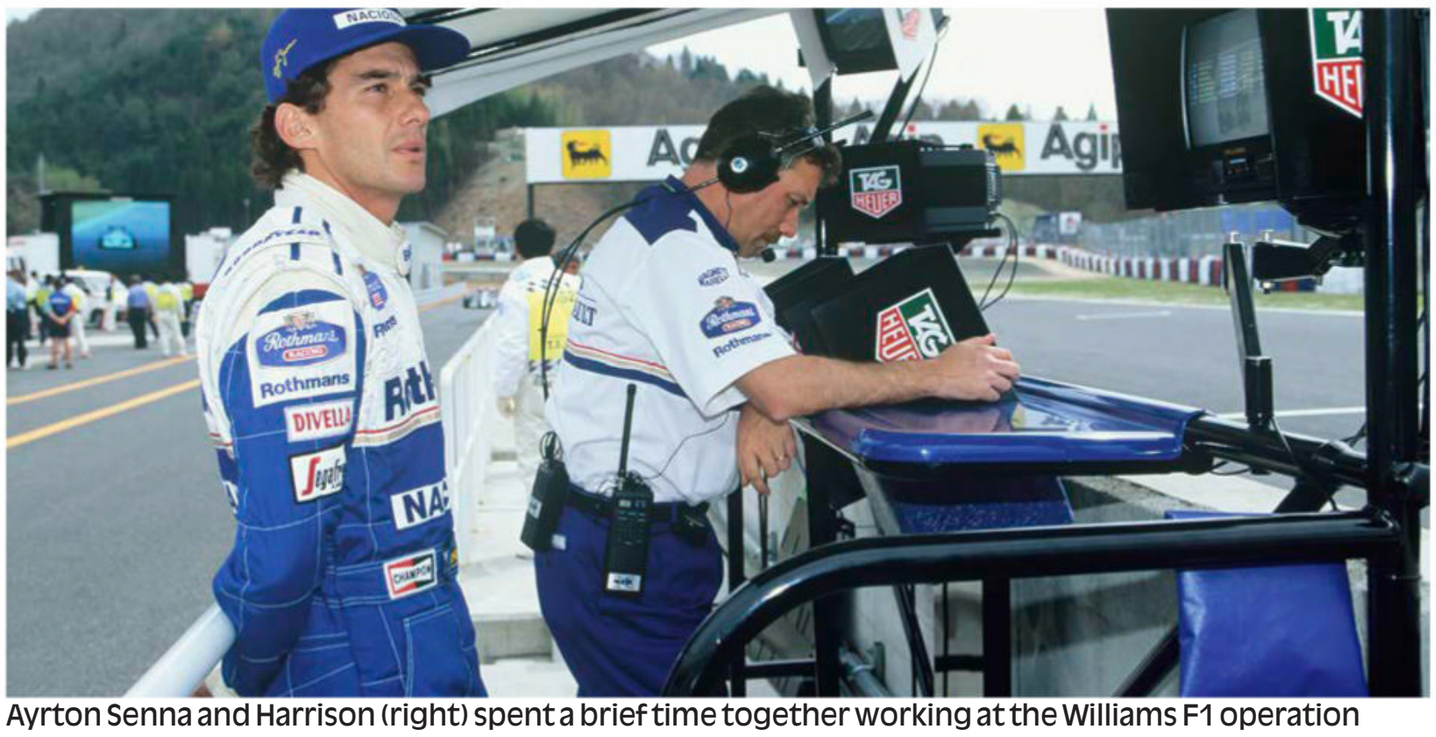
"It had the Ford HB engine, the 3.5-litre one and it was like a mini-F1 car. It didn't have doors: it just had a window and the drivers would get in and out like that. They had to climb out of a hole. The FIA made us do all the extrication tests for ages to prove the drivers could escape.

"But looking back that car was just fabulous – a true icon in motorsport."

Question: Why did Triple Eight never take on a serious single-seater programme?
Jon Wood
Via email

IH: "One of the things that we had which was a bit of a stumbling block is that we

continued on page 25



Ayrton Senna and Harrison (right) spent a brief time together working at the Williams F1 operation

The maiden steps were taken with a troublesome Vectra

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Rising British star hails effort of team after another grand prix podium finish

NORRIS: HOMEWORK HAS PAID OFF FOR McLAREN

Briton has high hopes for Silverstone

By Matt James

Lando Norris has credited the work done by his McLaren team as the young Briton stunned with his pace at the Red Bull Ring last weekend with another podium finish.

He started on the front row in Austria and battled on genuine pace with the Mercedes duo of Valtteri Bottas and Lewis Hamilton. He eventually finished third, and that was despite a five-second penalty for early-race contact with Red Bull's Sergio Perez. The race was won by Max Verstappen's Red Bull.

Norris said: "We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the longevity of a race. I think just the conditions also helped and our approach to the strategy was a little bit different this weekend compared to the last one after doing our homework and learning from a few things to try to improve on."

Norris's next race will be in front of a packed house at Silverstone on July 18.

P1report, page four

Norris was right in the mix with Merc in Austria

REPORT

DOUBLE TOP DOES TRICK FOR KELLY

Fiesta man wraps up MK Circuit Rally title P28

INSIGHT

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FEATURE

Triple Eight won five times in the last Super Touring year of 2000

The first drivers' title for Triple Eight came with Jason Plato in the Astra Coupe back in 2001

An Astra Coupe was the thing to have in '01

Giovanardi claimed two BTCC championships

were just so ingrained with Vauxhall.

"We were running the touring car programme and we were building customer cars, and we were also involved when they launched the VXR road-going car programme too. We never went looking for a single-seater programme to be honest because we were flat out.

"I can't remember how many cars we put through the VXR programme, but it ran into thousands."

MN: Does that give you pride when you see them on the road now?

IH: "Absolutely, you see them around from time to time. We were the ones who went to Vauxhall. Kevin Whale was the chairman of Vauxhall at the time and he was an Aussie who had been with Holden. We went to him with this idea for VXR to apply it to a range of their vehicles.

"Initially they said no. Then, about three months later, they came back to us and said that they had an idea…for a VXR-type brand!"

Question: Which category of racing were you never involved with but wanted to be?
Barry May
Via email

IH: "Indycars, certainly. When I was working in IMSA, one of the guys driving was Peter Halsmer and he was sponsored by Machinists' Union. We went to Milwaukee and another round, and I really enjoyed it. I would love to have done the Indy 500."

Question: Would you take over the BTCC when Alan Gow retires? Would you be interested?
Ed Sleigh
Via email

IH: "No. I wouldn't, because the championship is in a position where it would be of no commercial interest. The team owners have proved in the past that the business model the championship is running to is one that they are OK with and they are happy with. The one that they could have is one that they don't seem to be bothered with – it doesn't seem like something they want to do.

"While the BTCC is structured so that the team owners are on a financially flat road, then no, I would not be interested. You would need all the team owners to be beside you or behind you to move the commercial side forwards"

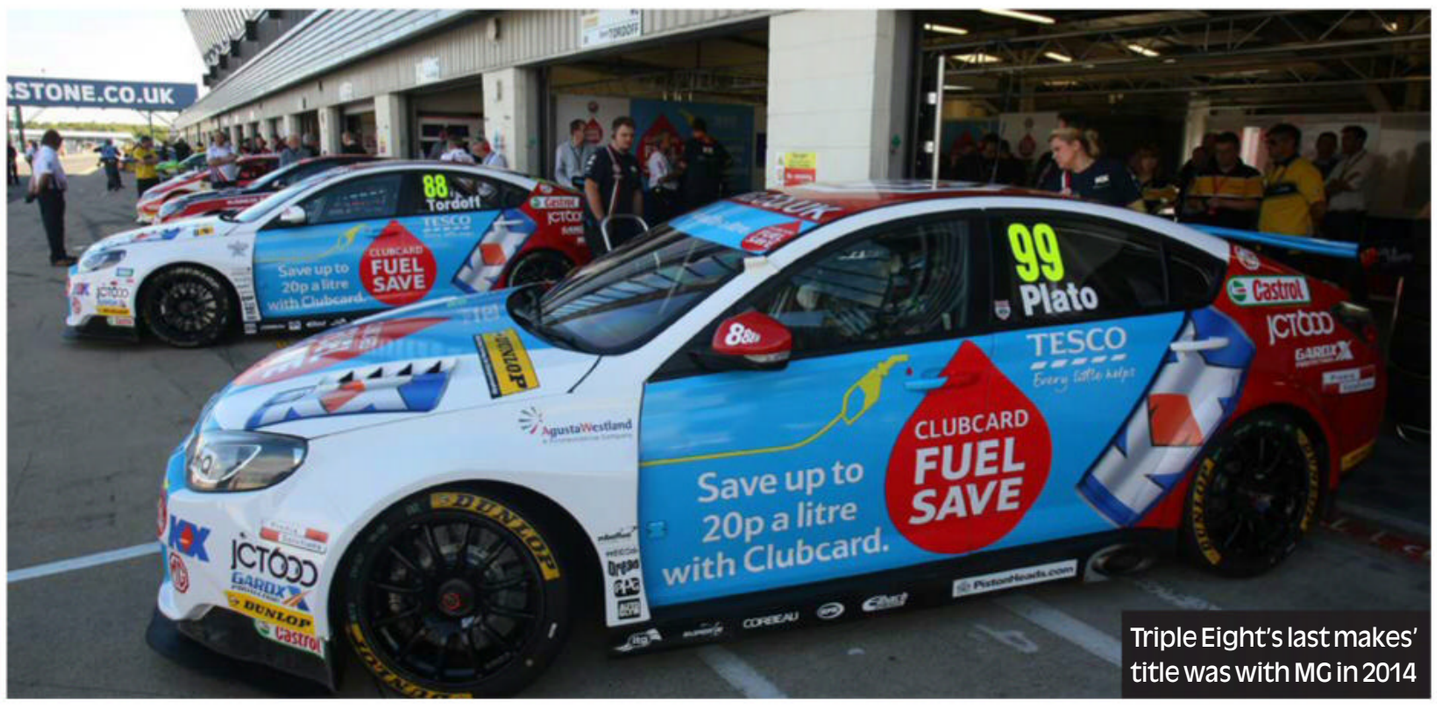
MN: Do you think it is quite shortsighted?

IH: "It is not short-sighted for [BTCC operator] TOCA but it probably is as far as the teams are concerned. I have always thought that they need to go off and compete in some other championships like V8 Supercars, to see how they are run commercially and better understand what is possible. There are other models out there that are completely different and more beneficial to the people actually putting the show on."

Question: Are you going to write a book one day?
Aron Rayner
Via Facebook

IH: "When you hear that someone like Ian Flux is planning a book, it makes me think that I shouldn't bother! I am not sure anyone would buy mine." ■

"I am very proud of the VXR brand"
Ian Harrison



Triple Eight's last makes' title was with MG in 2014

Italian Fabrizio Giovanardi took a while to get to grips with the BTCC Vauxhall Astra Sport Hatch

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RACING REPORTS

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BRISCA F1 WORLD FINAL: ODSAL, BRADFORD BY NEIL RANDON — SEPTEMBER 11

Harris led the pack away from his pole position

RESULTS

1 Tom Harris; 2 Lee Fairhurst; 3 Paul Harrison; 4 Bobby Griffin; 5 Paul Hines 6 John Dowson; 7 Frankie Wainman Junior Jr; 8 Jan Kuin; 9 Mal Brown; 10 Mika Ronitz.

Harris celebrates after taking his biggest victory of the season so far

HARRIS HOLDS HIS NERVE FOR WORLD TITLE

Tom Harris led from start to finish to successfully defend his BriSCA F1 World Championship crown at Odsal Stadium on Saturday night, but he had to earn it the hard way.

With 36 cars on the grid on a fast shale oval, the early scrimmages created carnage, with the 25-lap race having to be completely restarted three times due to the chaos that ensued.

After the driver introductions and the obligatory announcement over the PA "Gentlemen (and ladies) start your engines!" 32-year-old Harris led the field round on a slow and tense rolling lap before the green flag fell.

The World champion pulled a sufficient gap on outside front row man Craig Finnikin, winner of the race in 2014, down the home straight and led the field out of Turn 2.

But a pile-up behind him sent Phoebe Wainman careering into the fence and six others followed her, including a number of her own family – fiance Karl Hawkins, her brother Frankie Jr and uncle Danny. Mat Newson, for the second time this season at Bradford, rolled on to his side, and the race was red-flagged.

While most were able to rejoin, Newson and Phoebe Wainman's hopes were over.

Harris fluffed his lines on the restart. "As soon as I pressed the pedal I knew I had messed it up," he said. Bogged down as he set off, Finnikin got better traction on the outside line and sent Harris into the sheet-metal fence into Turn 1, allowing Bobby Griffin from the inside of row two to take the lead.

The race was on, but only briefly. Another pile-up involving eight cars, this time on the home straight, completely blocked the track. The red flags waved again, and the grid reshuffled for complete restart number two. The notable driver to fall by the wayside was Frankie Wainman Jr, out with a flat tyre.

On the drop of the green flag again Harris got away better and was faster through the entry of the first corner. He immediately put distance between himself and his pursuers, who were Griffin and a racy looking Ryan Harrison, who had moved up to go third ahead of Finnikin.

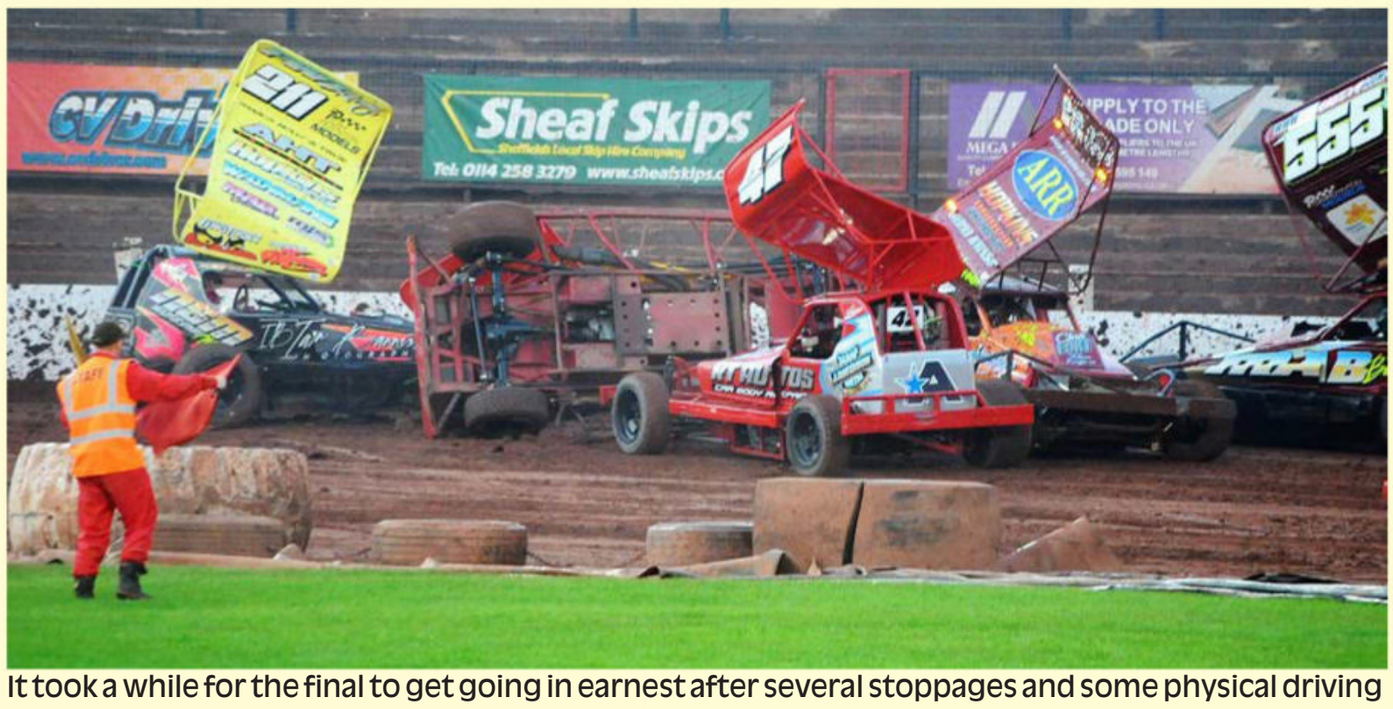
Two laps later Harrison was second and set off after Harris – it looked promising as far as the race was concerned – but on lap four his race expired as quickly as his inside front tyre.

A lap later the yellow flags were waved for another stoppage, but the race was now officially on.

After a second brief hold up, Harris led a depleted field of 19 cars for a single-file restart and shot into a clear lead. Behind him Finnikin slowed dramatically him, which allowed 2012 champion Lee Fairhurst, Griffin, Paul Harrison and Paul Hines to move past, before the Leek man's car suddenly was back on the pace again.

By lap 10 Harris had pulled a 10 car-length lead on Fairhurst, as the front two began to pull clear of Griffin, who had a revitalised Finnikin on his back bumper, Harrison and Hines.

Finnikin soon went third, but the front two were setting a furious pace, on the edge of traction on every lap and by



It took a while for the final to get going in earnest after several stoppages and some physical driving

halfway were already into the backmarkers. Fairhurst began to close the gap, urged on by the crowd. Backmarkers had the potential to make or break their race.

Fairhurst, on a charge, was almost within striking range as the world champion was held up by slower cars.

On lap 17 came the crucial moment of the race. As Harris tried to move Wainman Junior Jr from his path in turns three and four he jinked slightly and lost momentum.

In an instant Fairhurst was upsides as the pair powered into the home straight. Harris gave it all he had as he threw his car into turn one. It was just enough to keep out of reach of the Fairhurst front bumper. Fairhurst had had his one chance – but he couldn't take it.

From that point on Harris was able to keep the gap at a safe distance for the remaining laps to take the chequered flag and a third World title.

Fairhurst was a fine second, while behind him more than half a lap back, after Finnikin retired with a flat tyre, was 52-year-old Paul Harrison, who took his first podium since winning the race in 2011.

"I think I extracted everything out of the car, I just caught him at the wrong time with the backmarkers," said a disappointed Fairhurst. "And before you knew it he had another four or five car lengths on me."

A delighted Harris said "I was way too cautious through the traffic. All credit to Lee, I could see him coming, and then I stepped it up again.

"But then with three to go through Turns 1 and 2, which are the flat, I was struggling. The car was dead lazy through the corner. It was OK on the banking through three and four and I couldn't figure it out – but then when I crossed the line the engine misfired and ran out of fuel…It was a long race."

Legend John Lund rolled back the years but was out of luck in the main race

Crowd favourite Lund feels the emotion on stock car return

Category favourite John Lund made an emotional return to the World Final at Bradford.

He made his debut in a BriSCA Formula 1 stock car in 1976 and could never have imagined that 45 years later, at the age of 67, he would be lining up for the 2021 World Championship Final at Bradford's Odsal Stadium.

The short-oval sport's most popular driver, Lund's legendary status can still draw crowds to a stadium – even as a pensioner.

The dairy farmer from Clitheroe, a record eight-time winner between 1987 and 2002, hadn't qualified for the race since 2015, and so Odsal was a special occasion.

To honour it, Lund, as the last driver announced before the start of the race, entered the track stood on the back of a replica of the car he won the World Final in at the same Bradford oval back in 1997.

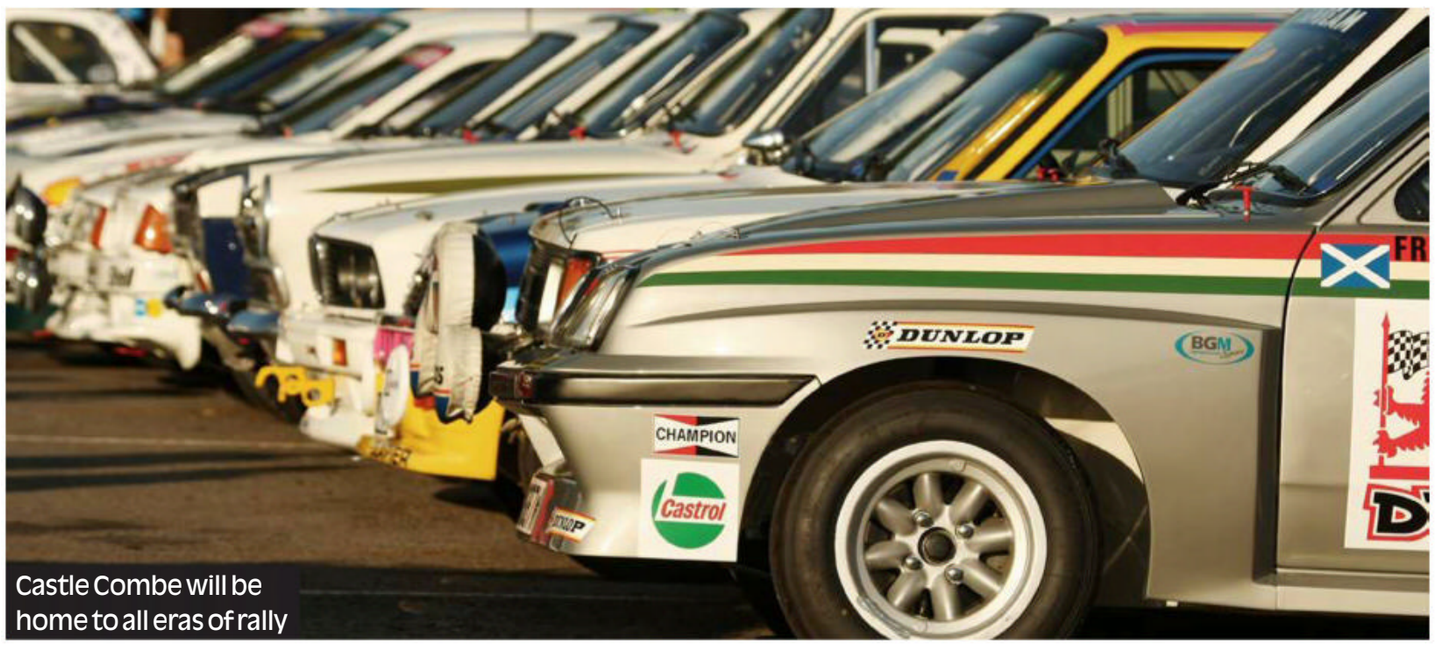
It was a moving moment for all that witnessed it, including for Lund. "It brought a tear to my eye," he admitted.

In his current car Lund started the race from row 18 alongside his old foe Frankie Wainman Jr and was up to a remarkable ninth place in the second half of the race when he was forced to retire because of an engine issue. "There's always next year," he said.

Advertising enquiries: 01732 446757

FEATURE

Photos: 569media.net; mcklein-imagedatabase.com

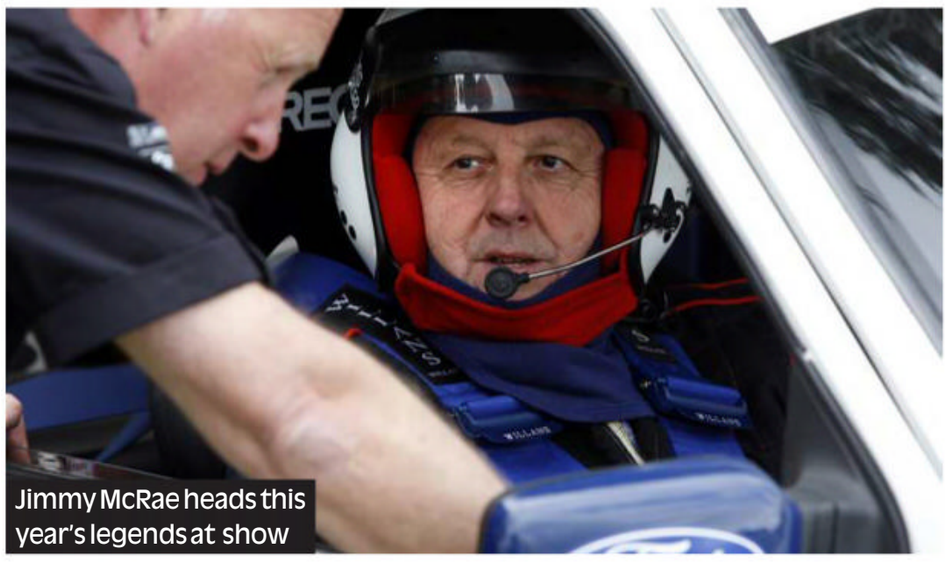


Castle Combe will be home to all eras of rally

Icons will be in action throughout the day

RALLYDAY BRINGS THE FESTIVAL FEELING BACK TO CASTLE COMBE

MN is supporting one of the most fan-focused days of the season, says Nick Garton


Jimmy McRae heads this year's legends at show

Car club displays help build the atmosphere

TIMETABLE

Rallyday, Castle Combe

TIME	EVENT
0900-1045	Track Sessions Open (15 mins per session)
1000-1100	Rally Passenger Rides Session
1100-1215	Track Sessions Open (15 mins per session)
1100-1200	Rally Passenger Rides Session
1230-1400	Legends Stage Interviews
1400-1630	Rally Car Session
1430-1530	Passenger Rides Session
1530-1600	Passenger Rides Session
1600-1630	Passenger Rides Session
1630	Slow Parade Laps (Subaru owners only)

Rallyday returns to Castle Combe on September 25, bringing one of the most spectator-friendly events in the historic rally calendar back from its Covid-enforced absence in 2020.

It's a one-of-a-kind event that habitually draws some of the biggest names and offers a chance to get up close to cars from every era in rallying's history. MN is delighted to have joined forces with the organisers as a partner to this year's event.

Castle Combe managing director Graham Marshallsay said: "As you can imagine, we're thrilled to see Rallyday back. The pandemic made the 2020 season very difficult for everybody. This year we are preparing an event with coronavirus very much at the forefront of our mind – as ever, the health and safety of everybody attending is the first priority.

"But to know that Castle Combe will be filled with some of the world's best and most exciting rally cars and drivers on Saturday September 25 is just fantastic. We can't wait to welcome fans back and to put on a proper rally show for them."

Five different areas create the experience of Rallyday, starting with the Legends Stage, which runs in the afternoon. This purpose-built spectacle incorporates sections of the track (and paddock) not used by rally cars in anger since Castle Combe's last appearance on the RAC Rally itinerary in 1983, in the early days of the Group B category.

Cars and stars taking to the Legends Stage will also be found in the heart of the paddock, creating a stunning array of hand-picked machinery that tells the story of the sport.

Not only is the Legends Stage open to the great heroes of rallying, but any owners of Motorsport UK log-booked rally cars can have a run by prior appointment. Many owners choose to use the occasion as a thank you for team members, volunteers and sponsors, bringing a special atmosphere to the day by booking themselves a Rally Car Package. In addition, as a new feature this year there will be 15-minute track sessions available to any car, a maximum of 20 per session, booked in advance.

Members of the public may also, for a modest fee, experience the thrill of being driven at speed and marvel at the techniques needed to master the sport, such as Scandinavian flicks and left-foot braking. Cars available for rides this year, priced at £25 per person for a two-lap ride (a fast out-lap and a slowing-down lap), include a legendary Ford Escort Mk2, a Subaru Impreza WRX and a BMW Challenge car and crash helmet hire is available. To make the experience all the more worthwhile, the rides will be raising money for Rallyday's chosen charities.

While the action that goes on all around the venue is jaw-dropping enough, so too is the chance to meet some of the sport's biggest names. This year, the heroes of rallying are headed by five-time British Rally Championship winner Jimmy McRae, who will be joined by 1996 BRC winner Gwyndaf Evans and 1993 WRC-winning co-driver, Nicky Grist.

Jimmy McRae, as he looks forward to returning to Castle Combe, says: "Last season didn't feel right without Rallyday.

"I can't wait to get back down the road and get back to what's become one of the highlights of the season. I love it. It's such a great chance to be around some great cars and maybe even get a shot at driving some of them…"

Rally cars are of course road-legal and many homologation specials built by the manufacturers in order to optimise their competition cars have gained a cult following among collectors. The gates of Castle Combe are duly thrown wide open to the members' clubs that cater for these rally-inspired road cars, such as the Subaru Impreza, Lancia Delta Integrale and Mitsubishi Lancer Evo, not to mention the many and various Ford RS models. A huge number of clubs contribute to the Rallyday experience with their ranks of gleaming and beautifully-kept cars in the club display area.

Just to make sure that visitors hit their 10,000 steps per day, there is also an extensive trade area loaded with rally-oriented retailers alongside exhibitions presented by the clubs, manufacturers and suppliers. It's an area with everything from pocket money treats to full-blown rally cars available, but be aware that there are no cashpoints are on site at Castle Combe and not all retailers have card machines.

"The return of Rallyday is a great sign that British motorsport is back in business after a difficult year.

"We're delighted that Motorsport News will be part of this must-see treat for aficionados and newcomers alike," says MN editor Matt James.

Tickets are available at £20 each in advance or £25 on the gate, with children under 17 being admitted for free.

For full details and to book track sessions, passenger rides, club areas and trade stands please visit castlecombecircuit.co.uk and click on the link to Rallyday in order to guarantee your place for the biggest rally festival of the year in Britain. We look forward to seeing you there. ■

Rally car rides and plenty of opportunity for owners to have fun

Owners enjoy their rally passion

"Last season didn't feel quite right without Rallyday"

Jimmy McRae

COLUMNIST

JORDAN ALBERT

The 24-year-old British GT title challenger tells us about his racing comeback in GT Cup

Photos: GT Cup/Chris Enion, Jakob Ebrey

Albert: straight up to speed

Racing a McLaren 570S GT4 in last month's Silverstone GT Cup meeting was my first time competing since last September. That was when I pulled out of British GT due to sponsor issues while I was fighting for the GT4 championship in an Academy Motorsport Ford Mustang. So I've been sat on the bench for a little bit of time but that's very common at the moment for guys like me; other top drivers are having the same experience.

All you've got to do is be absolutely ready for when your time arrives to perform because you just never know. You've got to always be fit and stay sharp on the simulator and that's what I've been doing. I was straight up to speed again at Silverstone.

My comeback came about from where I work, at iZone Performance at Silverstone. I train a driver called Tim Docker and one day he said 'I'd like to get into GT racing and the McLaren is the car I want to try having a go in'. I was able to advise him because I've had a relationship with McLaren.

We set up a test and Tim loved the McLaren straight away, and I was able to coach Tim in a pretty accurate way. Then he wanted to have a go in GT Cup and we set that drive up with Fox Motorsport. We had a lot of help from McLaren plus Fox gave a really warm welcome.

It was Tim's first GT race and I'm grateful he asked me to partner him. As well as my experience in the car, Tim wanted to a partner with whom he could challenge at the sharp end for trophies.

The GT Cup meeting was an amazing event; I haven't enjoyed a race weekend this much for a long time. And to achieve a podium in our GTH class on the first weekend is really good because there was a lot for Tim to get used to and for me to get up to speed again. Luckily I've got a good strength of getting up to speed very quickly in any car, which helps because I'm not in a race car all the time. Obviously I'd love to be, and I'm working towards being in a race car every single weekend.

It also was my first Pro-Am role; I've never before had to be responsible for someone else getting up to speed. It was great for Tim and I to transfer our sim training to reality, and at the circuit we continued our process of improvement. Around a two-minute lap it's amazing how much time you can find by just making small tweaks.

Also I was making sure Tim was confident in the car and building his confidence through the weekend. By the end of Sunday he was matching some of the top Am drivers who have been in the championship all year so he should be really proud of what he did.

After the P3 in our last race I hopped out and Tim gave me a massive hug, with a massive smile. It was really nice when a result happens where you don't expect it straight away and also when you've worked hard beforehand for it. It was similar to a Brands Hatch British GT win I achieved last year.

But there's a lot more to come: Tim and I want to win now. We're planning on continuing our racing together, in the McLaren with Fox Motorsport.

Ultimately I'm going to guide Tim best I can with what's good value for him, where the competition is good and where we can enjoy racing. For now we'll focus on GT Cup because he's still very fresh to GT racing, we wouldn't want to step up to British GT or anything else too soon. And who knows? Next year we might be making quicker progress than we first thought and are ready for something even more competitive together. Time will tell and I'm excited to find out.

It would be lovely for me to get back into British GT in the future, but my approach now is to not just have a certain championship or event that I have to do. There are certain races that I would absolutely love to win, such as Le Mans and 24-hour racing is something I want to really get into and the World Endurance Championship is the highest level in GT, there's also DTM, but I'm very open minded. I'm going to take every opportunity I can when I drive the car and give my very best and that will lead me on to good things.

It was Albert's first time as a Pro in a Pro-Am partnership

Albert (r) fought for the British GT4 title last year

Third place was great but we want to win; I'm excited to find out where we can go.

Advertising enquiries: 01732 446757

PREVIEW

Ready for battle: The last World Final in July 2019

WHO WILL CONQUER THE NATIONAL HOT ROD WORLD?

Graham Brown and Matt James look ahead to the Ipswich World Final

Spedeworth's Deane Wood has worked hard to deliver a World Final

Never have 75 laps of Foxhall Heath been so eagerly anticipated. With the disrupted race schedule over the last 18 months, the contenders for glory in the National Hot Rod World Final have spent a long time parked in their workshops, just waiting for the completion of the qualifying process.

Organisers have done a tremendous job to squeeze in 11 qualifying rounds. But the season, which started on July 25 2020 at Ipswich, returns to Suffolk to see a dramatic conclusion this weekend.

It has been a logistical nightmare for Deane Wood and his team at Spedeworth, and there are more factors to take into account than simply sticking a pin in the calendar and setting a date.

Wood says: "Trying to get everything all pulled together for this meeting has been really hard work – and it is not just about what we do on track, for example. We had to take into account things like when we can get the marquees to hire that we need for the VIPs and there was also an issue with hosting everyone. We usually hire the showground in Ipswich where people can stay with equipment and things, but that wasn't available either so we had to put plans in place for people to stay on site at Ipswich and camp – and that is a whole other layer of red tape with the local council. That will be done on a year's trial with the council and the fire brigade."

So those are the logistics, but then there are the other calendars to take into account. Towards the end of the season is prime time for all the other categories – such as BriSCA F1 and BriSCA F2 – to host their World Finals too.

"Some people have moved their meetings around so as not to clash with the National Hot Rod World Final, but it has been tough to find a slot and even we at Spedeworth have had to cancel some of the meetings – including a National Hot Rod qualifying round we were planning to have," says Wood. "I will be delighted when it happens. In fact, I will be relieved when it is all over."

There will be a relief from those on the grid that the event is finally taking place. The drivers from Northern Ireland, the Republic of Ireland, Scotland and England who have scored enough points from those qualifying rounds over the last 14 months will make their way to the arena to battle it out over 75-laps and a World champion will be crowned on Sunday afternoon.

Forget the points battles that have raged all season. The World Final is a standalone event. Drivers will set qualifying times to line up on the grid for the Big One, which kicks off just after midday on Sunday. There is no reason to be conservative, no point in driving around to collect points. This is all about one thing – winning – and it produces a nail-biting race as a result. Stand well back.

Here, we have picked six drivers who will be well worth keeping an eye on this weekend. Graham Brown guides you through their prospects. ■

McDonald was the winner last time out

"It really hasn't been easy to find a World Final date"

Deane Wood

Photos: mkpics.net

SIX OF THE BEST – OUR ONES TO WATCH

17 Rob McDonald

Car: Simpson Race Exhausts/ Motorsport Transmissions Vauxhall Tigra A
Based: Bathgate, West Lothian, Scotland
Biggest win(s): 2019 World Championship, 2019 National Championship
Best World Final finish: 1st 2019

When McDonald became the first ever Scottish World Final winner, he could never have dreamt he would not be required to defend his title more than two years later…

He explains: "It's been quite good setting a record as the longest ever to hold it without racing again. But as far as having the race late in the year goes, it mucks up all your plans. It doesn't ruin everything but we always assume it's the same time every year."

McDonald thinks the later staging of the race will mean technical changes. "It will make a big difference in the set-up of the car," he explains. "Obviously it's going to be colder with more chance of it raining. But it's the same for everybody. It might be faster as well because the car will be cool, the air will be cool."

It's well known that McDonald had already decided to race considerably less in 2021-2. But what happens if he wins the World again? "Let's take one step at a time with that," he quips.

524 Perry Cooke

Car: Dolphin Travel Vauxhall Tigra A
Based: Norwich, Norfolk
Biggest win(s): Final win at Yarmouth, 2020
Best World Final finish: 13th 2018

Ever since Perry Cooke burst onto the scene in 2018, the young racer has attracted attention that brings with it the epithet 'he's going to win something big'. Without the pandemic that might have happened by now.

Cooke explains: "Covid hasn't affected the team much but it's affected me. I've lost a bit of experience and some racecraft. But now we're racing again it's all become a rush to get sorted for the World with paint and panels and so on."

Cooke has two cars, which one will be going to Ipswich? He says: "We've now settled on using the new car so the old one is just sitting in the shop. I was finding it a struggle, switching between two cars that handled differently, so we've thrown all our eggs in one basket."

Despite his limited experience of World Finals, Cooke views an autumn staging as beneficial: "Having it later has helped me as doing the Nationals first boosted me on. And I think having the race now is the right time. The weather mightn't be great but it'll be a learning curve."

Are things coming good at right time for Riordan?

925 Jeff Riordan

Car: Supervalu Opel Tigra A
Based: Fermoy, County Cork, Republic of Ireland
Biggest win(s): 2021 NHRPA Championship
Best World Final finish: 10th (2019)

Like Derek Martin, Jeff Riordan has been knocking on the door for a while, and also finally came good at Nationals weekend when he won the NHRPA championship. While it might be viewed as the lesser title on offer, it completed a neat little circle, Jeff's dad Mike having won it in 2013.

Riordan is upbeat about coming to Foxhall. He says: "We probably won't change much about the set-up due to the later running of the race. But we had the luxury of racing at Hednesford first and got a taste of what the others are doing, which was an eye-opener, so we had to come home and find more pace! So in my eyes it has been a benefit, we've found a bit more, which hopefully will get me further up the grid.

"One thing to worry about is that it could rain and it'll be a much cooler track. That might give us an edge. In Ireland we have to deal with a lot cooler weather – even in the height of summer it's still relatively cool. Most times at Ipswich tyre management would be a big concern; in the blistering heat of July I usually start worrying when the halfway board comes out!"

330 Ross McWilliam

Car: Precision Engine Services Ford Fiesta
Based: Elgin, Moray, Scotland
Biggest win(s): 2020/21 Scottish Points Championship
Best World Final finish: N/A

After a period racing an elderly Fiesta, McWilliam's upgrade to a new Autoxross Fiesta has transformed his recent performances. "We went for the new Fiesta just to be different, but the car we had before was definitely holding me back – things have moved on," he says. When Covid came along it was particularly unhelpful to Ross.

He adds: "When you don't race something for a time you tend to forget how to do it! It's like riding a bike: you don't forget totally but it took a few meetings before we were back up to speed, and we obviously had to figure out what was different about the new car."

Although McWilliam is a World Final rookie he still views the prospect positively.

He explains: "We had a good few meetings in Scotland, then the European and Nationals gave us some racing with big grids of faster cars, which was a bonus. We've not done a World previously but we've helped Roy Anderson before so we know what to do. I think our preparation will be exactly the same, it'll all just depend on the weather I think. There's a lot less chance of it being sunny in mid-September!"

Fiesta racer McWilliam

305 Billy Wood

Car: Spedeworth Motorsport Vauxhall Tigra A
Based: Fleet, Hampshire
Biggest win(s): 2018 World Championship, 2018 National Championship
Best World Final finish: 1st 2018

As the son of Spedeworth promoter Deane Wood, Wood Jr has seen the uncertainties of fixture planning during the pandemic from both sides. But how has it affected him as a competitor? Wood Jr says: "It's been hard work! What with doing my car and Bradley's [Billy is also responsible for the preparation of Bradley Dynes' Tigra] and trying to get organised…are we putting new panels on or not…and especially with current world shortages of fibreglass and Kevlar. As for the timing of the race, does it matter when the World is? Not really."

And what are Wood's thoughts on the potential weather variations for the 75-lapper, July versus September? "Well, we normally get some rain at Spedeweekend," he says, "and some sunshine…we might even have sun in September! If the car's good on the day we're as good as anybody. At the minute, we are lacking a bit in car preparation, and we've had some damage which hasn't helped. But if it's good we'll be looking for another trophy."

20 Derek Martin

Car: Martin's Costcutter Vauxhall Tigra A
Based: Dungannon, County Tyrone, Northern Ireland
Biggest win(s): 2021 National Championship
Best World Final finish: 4th 2018

After some years of looking likely to win a major, Martin finally lifted the Hednesford staged Nationals with a dominant victory earlier this year. Invariably the World precedes the National, not the other way round, and there has become an expectation that whoever wins one will also win the other. Can it be done this way round?

He says: "I don't think it puts any more pressure on me. It [the National] certainly gives some confidence that the car is able to go the distance at a good pace. So the focus is on ensuring the car is as good as it can be.

"In terms of preparation things aren't massively different. The National and the World are the longest races on the calendar so the car needs to be right – these races put a lot of demand on equipment and driver.

"I think the cooler temperatures expected will suit my car better – the car always seems to 'free up' when it's not so hot. Yes, there could potentially be rain, but that's out of our control and the same for everyone."

THE ENTRY (CORRECT AT TIME OF GOING TO PRESS)

National Hot Rod World Final

NO.	DRIVER	CAR
9	Glenn Bell	Ford Focus
14	Lee Carlin	Peugeot 205
17	Rob McDonald	Vauxhall Tigra
20	Derek Martin	Vauxhall Tigra
23	Aaron Dew	Ginetta G40R
31	Dick Hillard	Vauxhall Tigra
39	Terry Hunn	Ford Fiesta
42	Shane Bland	Ford Fiesta
54	Adam Hylands	Vauxhall Tigra
70	Shane Murray	Ginetta G40R
71	Gordon Alexander	Vauxhall Tigra
75	Carl Sloan	Vauxhall Tigra
92	Jack Blood	Vauxhall Tigra B
95	Gavin Murray	Vauxhall Tigra
113	Stuart McLaird	Ginetta G40R
115	Chris Haird	Vauxhall Tigra B
142	James Mooney	Vauxhall Tigra
162	Carl Waller-Barrett	Vauxhall Tigra
174	Jason Kew	Ginetta G40R
199	Jamie McCurdy	Ginetta G40R
261	David Casey	Opel Tigra
305	Billy Wood	Vauxhall Tigra
330	Ross McWilliam	Ford Focus
524	Perry Cooke	Vauxhall Tigra
629	John Sibbald	Vauxhall Tigra
669	Andy Stewart	Ginetta G40R
761	Brendan O'Connell	Opel Tigra
925	Jeff Riordan	Opel Tigra
937	Ben McKee	Mercedes SLK
940	Gary Woolsey	Ginetta G40R
962	John Christie	Lotus Exige
964	Bradley Dynes	Vauxhall Tigra

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: William Neill

BRITISH HILLCLIMB CHAMPIONSHIP: CRAIGANTLET BY WILLIAM NEILL — SEPTEMBER 11

MENZIES MEANS BUSINESS AS HE LIFTS ANOTHER HILLCLIMB TITLE

Wallace Menzies became double British champion in Belfast, claiming the title mid-event with two top points scores at Craigantlet to boot.

The road-closed course, on the edge of the capital city, was put back from a May date with the hope travel advise would ease and as a result British championship runners joined Northern Ireland competitors for the 1460-yard course.

In the first run off Menzies, with a time of 39.22 seconds drifted out of the chicane into pole position – the Cosworth-powered Gould GR59M, 0.5s faster than Alex Summers' DJ Firestorm. For Summers, though, it was an improvement on third fastest on both 2019 runs with the position switched with Dave Uren in the first of the Gould's – the Redditch man in a GR55B, 0.03s back.

Sean Gould was fastest off the line and matched Uren's pace mid-sector but lost the position on the last stretch to take fourth ahead of six-time champion Scott Moran by 0.72s.

With an OMS 28 another quick man off the line was Trevor Willis. His effort was good enough for sixth, 1.39s off the pace of Moran and place secured by a mere 0.02s, with Richard Spedding behind in a Barnsley-based GWR Raptor 2.

Will Hall was sixth on both 2019 rounds but eighth (and dropped to ninth on round 26).

With the championship already decided Menzies made it clear from the warm-up area this was more than a victory lap.

Off the line he went and disappeared around Howe onto Hall. And from there the clock was watched closely by officials with awaited breath to see if the record time of 39.12s would fall but in the end it was safe by 0.04s. Slightly better conditions and the result might have been different, but another round win capped off the trip to the Ulster Automobile Club venue.

Menzies didn't relent after claiming another title

Former title winner Alex Summers kept Menzies honest in opener

Northern Ireland driver John Donnelly suffered this off at Hadley

Moran improved from his earlier run off to take second, 1mph faster than Menzies at the speed trap but 0.33s down over the course distance.

Summers and Uren followed each other again, this time Summers improved his time and takes runner up spot in the championship, while Uren dropped back to allow Gould to finish with the slight margin of 0.01s. Gould sealed third in the championship, meaning the podium places have been decided before the Loton Park finals later this month.

Gould slipped back a place on the repeat, 0.01s from matching his earlier result such was the pace on the day. Willis was sixth again.

The Northern Ireland Hillclimb Championship was decided too with Graham Thompson in a GTR Turbo the winner and series coordinator Alan Cassells fastest NI runner on the day in an OMS 25, 0.20s from Rob Dwane and setting times that would have been quick enough to qualify for runoffs.

Confidence to produce results may have been knocked for British entry Allan Warburton (Gould GR59) and County Tyrone's John Donnelly (Pilbeam MP62) after visitng hedges at Hall and Hadley respectively on the technical lower part of the course.

Results

Round 25: 1 Wallace Menzies (Gould GR59M-Cosworth) 39.22s; 2 Alex Summers (DJ Firestorm-Cosworth) 39.72s; 3 Dave Uren (Gould GR55B) 39.75s; 4 Sean Gould (Gould GR59) 39.81s; 5 Scott Moran (Gould GR59J) 40.53s; 6 Trevor Willis (OMS 28) 41.92s.

Round 26: 1 Menzies 39.16s; 2 Moran 39.49s; 3 Summers 39.53s; 4 Uren 39.97s; 5 Gould 39.98s; 6 Willis 40.26s.

Points after round 26: 1 Menzies, 207; 2 Summers, 193; 3 Gould, 172; 4 Moran, 153; 5 Willis, 113; 6 Uren 88.

SNETTERTON: MGCC BY MARK PAULSON — SEPTEMBER 11-12

Photo: Richard Styles

A clutch failure denied Egar a shot at a double victory

EGAR AND COLLOER SHARE THE COCKSHOOT CUP WINS

On his first visit to Snetterton, Ray Collier split Cockshoot Cup honours with Keith Egar.

After Mark Wright's MGF Cup car succumbed to a hydraulic leak, Collier's MG ZR 190 and the K-Series-engined MG Midget of Egar were joined at the front by David Morrison's road-modified class Midget.

Clutch failure denied Egar a shot at a double after he'd edged the opener, in which Collier's power advantage helped him overturn Morrison's pass into Riches aboard his road-tyred car. Following a recovery from a poor start, Collier was given some breathing space in race two by a gravelly excursion for Morrison, but the Midget recovered strongly to second. While Collier had done enough to lift the Class C title, a pair of class wins for Brian Butler's MGF meant he retained his overall crown.

High temperatures and tyres beyond their best on James Haxton's Austin-Healey 3000 set up a grandstand finish in Saturday's Equipe Pre-'63/50s race. He was chased down by the similar Healey of Joe Willmott and Nick Finburgh's Lola Mk1, but held on to win as Wilmott outdragged Finburgh to the line for second. Willmott overcame Haxton – and a five-second track limits penalty – to snare Sunday's sequel.

MG Trophy champion Sam Kirkpatrick sat out the final round and instead took two Equipe GTS wins in the MGB built by dad Bill. Tardy getaways meant Kirkpatrick twice had to overhaul the TVR Granturas of Rob Cull and Mark Ashworth, outside passes at Riches his favoured approach. In Kirkpatrick's absence, Fred Burgess eased to a pair of MG Trophy wins over Doug Cole, where the Class B runners entertained – Tylor Ballard and Fergus Campbell topping the section.

Mike Williams claimed the MG Cup title with a pair of faultless drives. Matt Simpson was his wingman in the second race having earlier followed home the similar Rover Tomcat of Richard Buckley, as Morgan Short's MG ZS struggled to pass the more powerful cars, and a nightmare day for Class B frontrunner Iain Dowler cost him the overall crown.

Another double for Ollie Neaves made it 12 from 12 in BCV8 as he clinched the crown a round early. Neaves came from behind in race one, ragging it around the outside of Neil Fowler through Coram. A pair of dominant wins wrapped up the MG Metro Cup for Mark Eales, as the series' 18-car field was its biggest for four years.

RACE WINNERS

Cockshoot Cup
Race 1: Keith Egar (MG Midget); **Race 2:** Ray Collier (MG ZR 190)

Equipe Pre-'63/50s
Race 1: James Haxton (Austin-Healey 3000 Mk1); **Race 2:** Joe Willmott (Austin- Healey 3000)

Equipe GTS
Races 1 & 2: Sam Kirkpatrick (MGB)

MG Trophy
Races 1 & 2: Fred Burgess (ZR 190)

MG Cup
Races 1 & 2: Mike Williams (Rover Metro VVC)

BCV8
Races 1 & 2: Ollie Neaves (B GT V8)

MG Metro Cup
Races 1 & 2: Mark Eales

Morgan Challenge
Races 1 & 2: Roger Whiteside (Morgan +8)

Equipe Libre
Races 1 & 2: Richard Hywel Evans (AC Cobra)

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: 750MC BY MARCUS PYE — SEPTEMBER 11-12

WEST'S LOCOST DOUBLE

Martin West held off the Locost swarm

Daniel Hands took the Formula Vee opener

Timing is everything. Martin West's clinically precise dive past Andrew Tait to win Saturday's first Demon Tweeks/Yokohama Locost race by 0.01 seconds did more than split their tie atop the table.

Buoyed by a fourth victory of the season to his rival's two, West added another later, making him favourite to land the title. Two super-clean encounters made the 1300cc Ford-powered stalwart the pick of the weekend's Indy circuit action.

Ben Short (MX-5 Cup) and Ryan Yarrow (Sports 1000) wrapped up championships with an event to spare. Bens twice locked-out the Mazda podium, Abbitt and Hancy scored their seasonal firsts, as Michael Comber's title bid sank in the gravel at Paddock Hill Bend in race two. Yarrow's French rival Victor Neumann's Mittell failed on the grid before Saturday's race. It was repaired for Sunday, when Michael Roots' sister MC-53 beat Yarrow, having finished in its slipstream the previous day.

Formula Vee leader James Harridge missed race one having suffered engine failure in qualifying, but was leading the second in his Maverick when its replacement blew. Daniel Hands, who had swept to victory on Saturday, was heading for a double when his clutch wilted on Sunday. Peter Belsey, taken out in a collision with Craig Pollard's oily Bears GAC the previous day, won in his parakeet-hued Spyder.

Two more wins for Jack Dwane meant he closed on Jack Kingsbury at the top of the K-Tec Racing Renault Clio 182 table. Second on Saturday, Kingsbury was penalised for hitting Josh Larkin in a scrummage at Druids on Sunday, which let Larkins' team mate Jason Pelosi through to second ahead of Josh. Kingsbury fell to 11th, but clings to a tenuous points lead.

A late change of Toyota MR2 Roadster after problems with his usual one in testing proved to Aaron Cooke's liking. Title rival and defending champion Shaun Traynor had no answer to his pace. The best Mk2 racers, Cam Walton and Paul Cook, earned a third place each.

Ed Pither and Bill Cowley won the 750 Formula counters in which table-topper Peter Bove could only finish sixth – behind rival Chris Gough (CGR2 Evo) – with an oversteering Darvi. Ten-time champion Mick Harris finished runner-up to Cowley, driving wife Sue's Darvi 597. In Historic 750F the Centaurs of Martin Depper and Trefor Slatter emerged victorious.

Andy Hiley eclipsed Paul Boyd and Clive Hudson in Sunday's Sports Specials opener, but spun to the back at Druids then chased them home in the sequel. David Shead's V8-engined BMW Compact was peerless in the Armed Forces Racing Challenge. Victory in the 90-minute Gaz Shocks 116 Trophy went deservedly to Lewis Tindall/Alan Corfield from soloists James Redish and Tom Sibley.

RACE WINNERS

Locost
Races 1 & 2: Martin West

Sports 1000
Race 1: Ryan Yarrow (Spire GT3S); **Race 2:** Michael Roots (Mittell MC-53)

MX-5 Cup
Race 1: Ben Abbitt; **Race 2:** Ben Short; **Race 3:** Ben Hancy

Formula Vee
Race 1: Danny Hands (AHS Dominator Mk2); **Race 2:** Peter Belsey (Spyder)

Clio 182
Races 1 & 2: Jack Diane

Toyota MR2
Races 1 & 2: Aaron Cooke (Roadster)

Sport Specials
Race 1: Andy Hiley (Chronos HR1S); **Race 2:** Paul Boyd (Eclipse SM1)

750 Formula
Race 1: Ed Pither (PRS 1b); **Race 2:** Bill Cowley (Cowley MkIV)

Historic 750 Formula
Race 1: Martin Depper (Centaur Mk14); **Race 2:** Trefor Slatter (Centaur Mk11)

Armed Forces Race Challenge
Races 1 & 2: David Shead (BMW Compact)

116 Trophy
Lewis Tindall/Alan Corfield

CADWELL PARK: SMRC BY RACHEL HARRIS-GARDINER — SEPTEMBER 12

GRAHAM USES HIS TR8 TO POWER TO TWO UNTROUBLED TRIUMPHS

Photos: Mick Walker

Triumph TR8 driver Andrew Graham was the winner of both Scottish Classic and Sports & Saloon Championship races at Cadwell.

He was consistently quick and seemingly immune to the drama around him, even when it involved his own rear bumper being taken off by a foundering VW Golf driven by Charlie Cope, who had managed to switch his car's fuel pump off.

John Kinmond had started on pole for race one in his 3500cc Rover, but a broken suspension part sustained in qualifying snapped again, demoting him to the back. Martin Reynolds was second in a Ford Escort, having taken advantage of the retirements of both Cope and Lotus Seven driver Mike Connon, who barely got off the startline. Philip Russell was third in a BMW M3, having challenged Reynolds for most of the race.

Both Kinmond and Connon started from the back and made rapid progress in race two. Kinmond was soon breathing down Graham's neck, although Graham held on for the win. Connon also sliced through the pack quickly. He was fourth behind Russell's car after both of them capitalised on Reynolds being held up by backmarkers. Reynolds was fifth.

At the other end of the age continuum, college student Kyle Nisbet took both Citroen C1 victories, despite this only being his third time out in the car. Double Mini Cooper S victor Jamie Blake is another young driver, in only his second season of racing but already a strong contender. The Cooper class was taken by Chad Little in the first two races, but the Cooper-only third race went to championship leader Michael Weddell, who had been having an indifferent day and was out for retribution.

The final one-make championship in action was the Scottish Fiesta ST Cup. Liam McGill was a convincing winner in the first race, but a combination of a safety car period and a cheeky boxing-in manoeuvre off the start by eventual winner Simon Smail and Steven Gray dropped him to second.

The Allcomers race provided a suitably unpredictable climax to the day. It came down to a last-lap sprint won by Kinmond, finally claiming a win worthy of his impressive speed. He was fought all the way by Connon, whose tiny Lotus Seven cornered as well as the Rover charged down the straights. Russell in turn made attempts to catch Connon, but he had to settle for third. The first modern car over the line was Blake's Mini Cooper S, followed by the similar car of Andrew Lamont.

A safety car had to be deployed to allow for the removal of Paul Bowers's Fiat 128 from the walls of Hall Bends. Bowers, a new driver to the championship, was unhurt.

Kinmond's Rover is hunted down by winner Graham's Triumph TR8

Student Kyle Nisbet was the cream of the crop in both Citroen C1 races

RACE WINNERS

Scottish Mini Cooper & Cooper S Cup
Race 1 & 2: Jamie Blake (Mini Cooper S); **Race 3:** Michael Weddell (Mini Cooper)

Scottish Classic and Sports & Saloon Championship
Race 1 & 2: Andrew Graham (Triumph TR8)

Scottish Citroen C1 Cup
Race 1 & 2: Kyle Nisbet (Citroen C1)

Scottish Fiesta ST Cup
Race 1: Liam McGill (Ford Fiesta ST); **Race 2:** Simon Smail (Ford Fiesta ST)

Allcomers Trophy
John Kinmond (Rover 3500)

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Steve Jones

PEMBREY: BARC BY PETER SCHERER — SEPTEMBER 11-12

SENIOR AND CLARK TOP THE CATERHAM BATTLES

Senior had a big battle with Cramer before winning the Caterham opener

The JWB team of Nick Beaumont and Matthew Wilson

Harry Senior and Stephen Clark shared the victory spoils in two hard fought Caterham Sigmax/Sigma 150 races.

Senior led from the start of race one, then shared a couple of exchanges with Harry Cramer, before Clark split them into Hatchetts on lap six.

As Cramer fought back to duel with Clark, Senior was able to ease clear to win by over 10 seconds. Cramer finally sealed second, by diving down the inside into Honda on the last lap, but only 0.09s split them at the flag.

Senior set the pace from the start of the second race, with Cramer exiting second with a grassy excursion at Honda.

Clark had made an early break with Senior and briefly nosed ahead four laps from home. But it was the penultimate lap into Hatchetts that Clark made it stick, securing the narrowest of victories over Senior, with the recovering Cramer just holding off Jonathan Emms for third.

Matthew Wilson had led the opening laps of the first C1 race of JWB Motorsport, duelling with On The Edge's Ryan Edgecumbe and Daniel Max's Max Finn.

Finn had a 5.8s lead over Wilson after the first hour, but as the race entered the final hour, it was CAT DT's Phil Marsh/David Alstadter a lap up on Finn/Julian Daniel and Wilson/Nick Beaumont.

Beaumont was into second after 109 laps, going by as Finn exited down the pitlane. As Alstadter still had one stop to make, it was Beaumont sealing victory from Finn and Alstadter, with Edgecumbe a lap down in fourth.

Wilson led from the second race too, but soon slipped to third behind Finn and Edgecumbe. After Edgecumbe went ahead on lap 17, he had pulled out a 10s lead by the end of the first hour, over Finn and Wilson.

But strategy played its part and with 15 minutes left, Weenus Motorsport led with James Cannings and Marcus Adams, but had to make two more stops, dropping them to second. Daniel had taken over from Finn and clinched the win by 21s, with Adams taking second from TAC's Paul Dolan/Jamie Hodgetts, while Edgecumbe completed the top four for On The Edge.

Andrew Jordan just held off Endaf Owens to win the safety car interrupted Mini Miglia opener. But Owens took the race two spoils, ousting Rupert Deeth into Hatchetts on lap five, with Aaron Smith snatching a last lap second from Deeth, despite contact at Honda.

Spencer Wanstall recovered from a grassy excursion to head home Connor O'Brien in the first Mini Seven race, after leader Jeff Smith shed a wheel. O'Brien was a comfortable race two winner, from Wanstall and Laurence Croydon-Fowler.

James McCall was a double Caterham Sigma 135 winner, but only just held off Robin Webb in race two, after a terrific race-long duel.

RACE WINNERS

Caterham Sigmax/Sigma 150
Race 1: Harry Senior;
Race 2: Stephen Clark

C1 series
Race 1: JWB Motorsport (Matthew Wilson/Nick Beaumont);
Race 2: Danielmax Motorsport (Max Finn/Julian Daniel)

Mini Miglia
Race 1: Andrew Jordan;
Race 2: Endaf Owens

Mini Seven
Race 1: Spencer Wanstall;
Race 2: Connor O'Brien

Caterham Sigma 135
Races 1 & 2: James McCall

Hyundai Coupe Cup
Races 1 & 2: Alex Cursley

Welsh Sports and Saloons
Races 1 & 2: Chris Everill (Ginetta G5 GT4)

MONDELLO PARK: ICCR BY LEO NULTY — SEPTEMBER 11-12

MURRAY IN A SPIN AS HE LIFTS THE BIRRANE TROPHY IN FORMULA VEE THRILLER AT MONDELLO

It was a delighted Tim Murray who held the coveted Birrane Trophy aloft on Sunday afternoon at Mondello Park.

Murray had battled his way to the head of a hectic Formula Vee scrap. He was nerfed into a spin at Turn 1, but a subsequent race-stopping incident meant he got the nod on countback. In the earlier Vee race, triple class champion Anthony Cross took the honours, assuring himself of an impressive fourth title too.

Paul O'Connell, having dominated BOSS Ireland race one, despite starting well back after a wet qualifying session, had a tougher battle second time round, as Sylvie Mullins' Gould-Judd put up a stout defence to the charging GP2 machine. O'Connell finally found a gap though, and eased away for the double.

Darragh Denning took a debut win in Fiesta ST but was penalised for contact with another car, handing the win to Graham McDonnell. In race two, teenager Jack Byrne impressed with his second win of the year. He was chased home by Kevin Doran, who broke his own lap record in his efforts to close down the reigning Ginetta Junior champion.

Derek Roddy took the Formula Sheane opener, but in the second, drier, race Richie Kearney was a delighted winner.

Substituting for the absent Barry English, Alex Denning won on his SEAT Supercup debut, but series pacesetter Shane Murphy hit back in race two, smashing the lap record on the way to a strong win.

Michael Barrable took yet another Fiesta Zetec win in the opener. This put him sixth on the grid for race two and having battled his way to the front, he was looking good for the double, until an inspired Ian Fishbourne pounced to take the lead – and his first win.

Aidan Byrne has done most of the winning in Future Classics this season and he added to his tally with victory in race one. A time penalty in race two meant he had to settle for second behind Paul Flanagan.

Ulick Burke in ITCC, Alan Watkins in Supercars, Sean McGovern in Ginetta Junior and Michael Cullen in Stryker all scored double wins. Cullen's unbeaten 2021 record looked wobbly in race one, as Jonathan Taylor, on his class return made him work hard, even grabbing the lead on a number of occasions.

Eoin Buckley did the hat-trick on the return to Mondello Park of the very rapid Superkarts.

Photos: Michael Chester

Murray's Formula Vee win was helped by a countback

The pace man in Irish Supercars was double-winner Watkins

RACE WINNERS

HRCA
Race 1: Jackie Cochrane (Sunbeam Tiger);
Race 2: Gareth Thompson (MGBGT V8)

Fiesta Zetec
Race 1: Michael Barrable; **Race 2:** Ian Fishbourne

Fiesta ST
Race 1: Graham McDonnell; **Race 2:** Jack Byrne

ITCC
Race 1 & 2: Ulick Burke (Honda Integra)

SEAT Supercup
Race 1: Alex Denning; **Race 2:** Shane Murphy

Irish Supercars:
Race 1 & 2: Alan Watkins

Formula Vee
Race 1: Anthony Cross (Sheane);
Race 2: Tim Murray (Leastone)

Formula BOSS Ireland
Race 1 & 2: Paul O'Connell (Dallara GP2)

Future Classics
Race 1: Aidan Byrne (Toyota Celica);
Race 2: Paul Flanagan (Renault Clio)

Superkarts
Race 1: Eoin Buckley (250); Jack Irvine (125);
Race 2: Buckley; Alan Crossen (125);
Race 3: Buckley; Crossen

Irish Strykers
Race 1 & 2: Michael Cullen

Formula Sheane
Race 1: Derek Roddy; **Race 2:** Richard Kearney

Ginetta Junior
Race 1 & 2: Sean McGovern

WHAT'S ON

YOUTUBE

Some things work well for showing that, maybe, normality is on the way back. And this weekend's Goodwood Revival, in front of a crowd getting as ever into its retro spirit, is one such.

Goodwood's YouTube channel has been getting into the mood too, by publishing plenty of videos of previous events. Our favourite among the various vids is the Revival's pick of five best of its many frenetic last-lap showdowns.

There's Grant Williams' Jaguar Mk1 and Mike Jordan's Austin A40 in 2019's St Mary's Trophy having a breathless finale, finishing side by side. And there's more Austin fun in the same race in 2016, with Mike's offspring Andrew and fellow British touring car star Gordon Shedden fishtailing a pair of close-at-hand Austin A30s and trading paint.

While also in 2016, on a sodden track in the Madgwick Cup, Andrew Newall in his Lotus 23B chases down Joe Twyman's Elva, and a curveball is thrown in…

You can consume this viewing pleasure at youtube.com/watch?v=C4SGaemi5rg or by searching 'Goodwood Revival's 5 best last laps'.

Graham Keilloh

TV GUIDE

With F1 at last relenting after its post-summer cram, this week's TV gives you a few opportunities to catch up on action.

If you're quick you can watch highlights of last weekend's return of the World Rally Championship's iconic Acropolis counter, which is on this (Thursday) morning at 0500hrs-0600hrs on BT Sport 3. But if you're not quick fear not as it's shown again at the same time on Saturday on BT Sport/ESPN as well as on ITV4 on Sunday morning at 0925hrs-1030hrs.

Tomorrow morning you can catch highlights of Oulton Park's British GT double header on Sky Sports F1 (1000hrs-1100hrs) while on Saturday morning on ITV4 there are highlights of Oulton's triple-header GB3 action (1030hrs-1135hrs).

As for what's happening

Acropolis: back on TV

this weekend coming, you can view on Monday evening (2230hrs-2330hrs) on BT Sport 3 the best of the DTM meeting at Assen, and that's followed immediately on the same channel by the best of the World Rallycross action from Latvia (2330hrs-0030hrs). Both are also shown again on Tuesday. Also on Tuesday you have a couple of chances to watch highlights of this weekend's IndyCar fare from Laguna Seca, at 2100hrs-2200hrs and 2300hrs-0000hrs on Sky Sports F1.

Graham Keilloh

LIVE TV

BRITISH TOURING CAR CHAMPIONSHIP
CROFT
Races and supports: Sunday, 1135hrs-1830hrs, ITV4

INDYCAR
LAGUNA SECA
Practice 2: Saturday, 1830hrs-1915hrs, Sky Sports F1
Qualifying: Saturday, 2205hrs-2320hrs, Sky Sports F1
Race: Sunday, 2000hrs-2300hrs, Sky Sports F1

WORLD RALLYCROSS CHAMPIONSHIP
LATVIA
Round 2 semi-finals and final: Sunday, 1500hrs-1600hrs, BT Sport 2

DTM
ASSEN
Qualifying 1: Saturday, 0930hrs-1015hrs, BT Sport 1
Race 1: Saturday, 1400hrs-1545hrs, BT Sport/ESPN
Race 2: Sunday, 1215hrs-1400hrs, BT Sport X2

DTM TROPHY
ASSEN
Race 1: Saturday, 1545hrs-1645hrs, BT Sport/ESPN
Race 2: Sunday, 1400hrs-1500hrs, BT Sport X2

NASCAR
BRISTOL
Race: Sunday, 0000hrs-0400hrs, Premier Sports 1

LISTINGS

FRIDAY-SUNDAY

■ **Goodwood, Sussex**
Revival Race Meeting: Classic and historic races
Starts Friday, racing from 1820hrs (qualifying from 0920hrs) Saturday, racing from 0945hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** by advance ticket only **Web** Goodwood.co.uk **Contact** 01243 755055

■ **Silverstone, Northants**
Ferrari Racing Days: Ferrari Challenge, Ferrari Classic **Starts** Friday, (practice from 0820hrs) Saturday, racing from 1455hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** £18 **Web** silverstone.co.uk

SATURDAY

■ **Castle Combe, Wilts**
CCRC meeting: FF1600, GT, Saloons, Hot Hatches, Track Attack, Mighty Minis, GT Challenge/Bernie's V8s **Starts** racing from 1235hrs (qualifying from 0830hrs) **Admission** adult £20, under 16 free **Web** castlecombecircuit.co.uk

SATURDAY-SUNDAY

■ **Croft, N Yorks**
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta GT4, Ginetta GT5, Mini Challenge, Ginetta G40 **Starts** Saturday, racing from 1415hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs **Admission** adult £35, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815

■ **Brands Hatch, Kent**
Ford Power Live: FF1600, Ford Focus, Modified Fords, Sports 2000, Clubmans, Lotus Elise, EnduroKa **Starts** Saturday, racing from 1150hrs (qualifying from 0900hrs) Sunday, racing from 1115hrs (qualifying from 1000hrs) **Admission** adult £18, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Donington Park, Leics**
MSVR meeting: GT Cup, Radical Challenge, Radical SR1, F3 Cup, Monoposto **Starts** Saturday, racing from 1220hrs (qualifying from 0905hrs) Sunday, racing from 1050hrs (qualifying from 0905hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Snetterton, Norfolk**
BARC meeting: Trucks, Pickups, Legends, MGOC, Snetterton Saloons, Pre '66/Pre '83 Touring Cars, Pre '93/Pre '03 Touring Cars, BOSS/Classic Thunder Saloons, Jaguars **Starts** Saturday, racing from 1100hrs (qualifying from 0900hrs) Sunday, racing from 0950hrs (qualifying from 0900hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Mallory Park, Leics**
HSCC meeting: Midget/Sprite, Historic FF2000, Historic FF1600, Classic FF1600, 70s Road Sports/80s Production, Historic Road Sports, Historic F3, Historic Touring Cars, Classic Clubmans **Starts** Saturday, racing from 1145hrs (qualifying from 0935hrs) Sunday, racing from 1120hrs (qualifying from 0935hrs) **Admission** adult £15, under 13 free **Web** malloryparkcircuit.com **Contact** 01455 502214

■ **Knockhill, Fife**
KMSC meeting: Scottish Legends, Mod Sports, Sports/Saloons Starts Saturday, racing from 1040hrs (qualifying from 0900hrs) Sunday, racing from 1010hrs (qualifying from 0900hrs) **Admission** adult £15, **Web** knockhill.com

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Classic battlers from David Harbey at Castle Combe

Peter Hamilton captured a flame-out

Slide-ways for Mini fun: from Gary Hill

Loton Hillclimb, by RIchard Salisbury

Stuart Taunton's Brands photograph

NEXT WEEK — OUT THURSDAY, SEPTEMBER 23

*Correct at time of going to press

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Kelsey Media, The Granary, Downs Court
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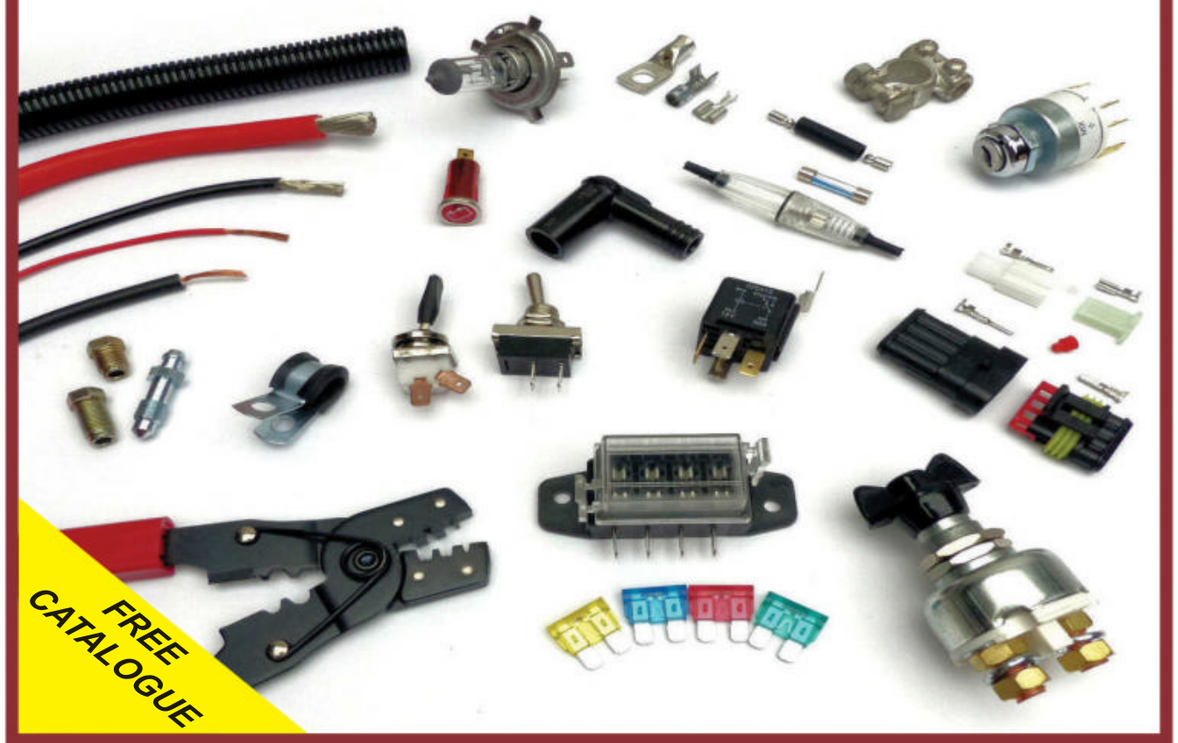

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110056

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